

ANNUAL REPORT OF
THE UNITED STATES
COAST GUARD

FOR THE FISCAL YEAR ENDED JUNE 30

1916



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1916

TREASURY DEPARTMENT,

Document No. 2771,

Coast Guard.

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TREASURY DEPARTMENT,
UNITED STATES COAST GUARD,
Washington, D. C., August 10, 1916.

SIR: As required by section 5 of the act of January 28, 1915, I have the honor to submit the following report of the operations of the Coast Guard for the fiscal year ended June 30, 1916, and of the expenditures of moneys appropriated for the maintenance of the Coast Guard for that period.

Respectfully,

E. P. BERTHOLF,
Captain Commandant.

Hon. W. G. McADOO,
Secretary of the Treasury.

ADMINISTRATION.

Secretary of the Treasury, Hon. WILLIAM G. McADOO.

Assistant Secretary of the Treasury, Hon. BYRON R. NEWTON.

Capt. Commandant, ELLSWORTH P. BERTHOLF.

Mr. OLIVER M. MAXAM, chief of division of operations.

Mr. HENRY L. GOSLING, assistant chief of division of operations.

Mr. GEORGE H. SLAYBAUGH, chief of division of matériel.

Mr. KENDALL J. MINOT, assistant chief of division of matériel.

Senior Capt. HOWARD EMERY, superintendent of construction and repair.

Engineer in Chief CHARLES A. MCALLISTER, engineer in chief.

Senior Capt. DANIEL P. FOLEY, inspector.

OPERATIONS OF THE UNITED STATES COAST GUARD

1916

OPERATIONS OF THE UNITED STATES COAST GUARD.

SUMMARY.

Lives saved or persons rescued from peril.....	1,216
Persons on board vessels assisted.....	15,742
Persons in distress cared for.....	483
Vessels boarded and papers examined.....	30,510
Vessels seized or reported for violation of law.....	615
Fines and penalties incurred by vessels reported.....	\$251,820
Regattas and marine parades patrolled, in accordance with law.....	36
Instances of lives saved and vessels assisted.....	1,453
Instances of miscellaneous assistance.....	2,021
Derelicts and obstructions to navigation removed or destroyed.....	30
Value of vessels assisted (including cargoes).....	\$10,509,655
Value of derelicts recovered and delivered to owners.....	\$128,900
Appropriations for 1916, including repairs to cutters and stations.....	\$5,418,641.06
Net expenditure for maintenance of the service, including repairs to cutters and stations.....	\$5,215,711.34
Estimated unexpended balance.....	\$202,929.72

Through the agency of the Coast Guard cutters and stations the lives of 1,216 persons were actually saved during the fiscal year ended June 30, 1916. There were 1,453 instances of service involving the saving of life or the salving of property imperiled. Assistance was given in various ways to 15,742 persons on board vessels. It can not, of course, be stated or even estimated what proportion of the latter number would have lost their lives had it not been for the timely aid rendered by the Coast Guard, but it is reasonable to assume, considering the attendant circumstances in many of the instances, that the loss of life would have been considerably augmented.

The total appraised value of property saved from immediate jeopardy was \$10,638,555. The cost of maintaining the service for the year was \$5,215,711.34.

The foregoing tabular statement, in the main, summarizes the principal activities of the Coast Guard for the year mentioned. A small decrease in the number of lives and value of property saved is noted as compared with the results of the preceding year. This may be accounted for, in a measure, by the fact that many steam and sailing vessels hitherto engaged in coastwise trade, exclusively have been diverted to the uses of off-shore and foreign commerce to meet present shipping conditions. It is possible, also, that the diminution in the number of foreign ships may have contributed to the falling off of these figures.

All cases of assistance not involving the direct saving of life or of property which is capable of appraisement are classified, as formerly, under the heading of "Miscellaneous assistance." During the year just closed there were 2,021 such instances, as compared with 556 in the preceding fiscal year. The assistance rendered in cases of this kind embraces a multitude of extremely useful and beneficent offices inuring to the public good, and emphasizes the many-sided character

of the Coast Guard. Without enumerating in extenso the various items of service thus rendered, the following may be mentioned: Warnings to 179 vessels running into danger; assisting at 93 fires in buildings, at wharves, and other structures bordering on the shore line; recovering 734 bodies of persons who met death by drowning; administering first aid to the sick and injured; piloting vessels into safe places; restoring lost children to their parents; assisting in the maintenance of public order; apprehending criminals; recovering stolen property and restoring it to the rightful owners; furnishing food, water, and fuel to vessels; succoring the shipwrecked; protecting wrecked property; furnishing transportation and assistance to officials of other branches of the public service. During the year 29 derelicts constituting serious menaces to navigation were either destroyed or otherwise removed from the paths of commerce by the cutters.

The equipment of the Coast Guard includes 23 cruising cutters, 24 harbor cutters, and 279 stations.

Detailed accounts of "Assistance rendered" are set forth in the tabular form on pages 115 to 182, and of "Miscellaneous assistance" on pages 182 to 249.

Marine casualties do not always result from storms or other severe weather conditions, although, to be sure, the most disastrous accidents on the water are chargeable to such conditions. A very large number of accidents and mishaps to motor boats, following the enormous increase of such craft, used both for business and pleasure, occur in good weather, through faulty handling by inexperienced operators, derangement of machinery, exhaustion of fuel, and various other causes. As a consequence, the cutters and stations of the Coast Guard are called upon to exercise as great vigilance over this class of marine traffic in good weather as in bad weather. It will be observed in the chronological tabulation of the items of assistance rendered that during the entire year there were but three days when the Coast Guard was not actively engaged in some form of public benefaction. The daily average number of cases for the year involving rescue work was approximately 10, while the maximum number for any one day was 77. These results emphasize the great importance of keeping the cutters and stations in the highest state of efficiency and readiness, in order that they may promptly and adequately at all times meet the calls for assistance coming from the various sources of need. Marine casualties, like all other accidents, do not happen in pursuance of any plan, nor always at times when conditions are favorable for affording measures of relief, but like their counterparts on land, they must be met with quickness and dispatch, no matter what the hour, day or night, how difficult the undertaking, or under what circumstances. The service is essentially an emergent one, the prerequisite of which is a highly efficient and responsive organization.

The various classifications of work performed by the Coast Guard are set forth in fuller detail under the following appropriate headings.

ASSISTANCE TO VESSELS IN DISTRESS.

In addition to the patrols constantly maintained during the active season by the station crews along the shore and the regular cruising of the cutters offshore, the latter are charged with special

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PLATE I.



A CRUISING CUTTER.

The "Ossipee."

watchfulness and activity during the stormy winter months on the Atlantic coast. Early in the fall of 1915 the following letter was sent to the President:

TREASURY DEPARTMENT,
Washington, November 1, 1915.

THE PRESIDENT,
The White House.

SIR: I have the honor to state that section 1536 of the Revised Statutes of the United States provides as follows:

"The President may, when the necessities of the service permit it, cause any suitable number of public vessels adapted to the purpose to cruise upon the coast in the season of severe weather and to afford such aid to distressed navigators as their circumstances may require; and such public vessels shall go to sea fully prepared to render such assistance."

In accordance with the provisions of this section, the custom has been to designate such vessels of the Coast Guard as are stationed upon the dangerous coasts of the United States to perform special winter cruising.

I therefore recommend that the following-named vessels of that service be designated to perform the duties above mentioned during the coming season: *Ossipee, Androscoggins, Gresham, Acushnet, Mohawk, Seneca, Onondaga, Apache, Pamlico, Seminole, Itasca, and Yamacraw.*

Respectfully,

W. G. McADOO, Secretary.

Approved:

WOODROW WILSON.
(Nov. 3, 1915.)

In accordance with the above authority the cutters named were given detailed orders, which established during the months of December, January, February, and March a practically continuous patrol of the Atlantic coast from Eastport, Me., to Cape Canaveral, on the coast of Florida.

The orders sent to each of these winter-cruising vessels were of the same tenor as the following:

TREASURY DEPARTMENT,
Washington, November 10, 1915.

COMMANDING OFFICER COAST GUARD CUTTER "SEMINOLE,"
Wilmington, N. C.

SIR: 1. The President having designated the *Seminole* to cruise, under the provisions of section 1536, Revised Statutes, and to afford such aid to distressed navigators as their circumstances may require, you are directed to put your command in readiness to actively perform this important duty from December 1 next until April 1, 1916.

2. In order that you may be able to extend relief to the crews of vessels in distress, the *Seminole* should be provided with provisions, water, and fuel in such quantities as can be conveniently stowed. In order to minimize the time necessarily taken during winter cruising for cleaning boilers, you are directed to have any boiler or boilers on the *Seminole* which have been under steam for more than 400 "boiler hours" up to November 20 cleaned in advance of the limitation placed on this matter by article 395 of the regulations. After December 1, 1915, the 700-hour schedule will be effective.

3. Having duly prepared your command for the work contemplated by these orders, you are directed to cover a cruising district extending from Cape Hatteras to Charleston, S. C., returning to Wilmington only when want of fuel, provisions, or other good reasons require, keeping at all times a vigilant lookout for vessels in need of assistance.

4. Your attention is directed to articles 146-161, inclusive, of the regulations, and it is expected that you will cover your cruising district in the most effective manner and extend such aid to those in need as it may be in your power to render. Arrangements will be made with the superintendents of the seventh and eighth districts for the transmission by telegraph or otherwise of such information regarding wrecks, vessels in distress, etc., as may enable you the more expeditiously to carry out the intent of these instructions.

5. From the first port entered after having rendered assistance of any kind you will submit a report upon the usual form, giving such particulars as will show fully the service performed. The details shall be made clear and comprehensive.

6. You will be careful to enforce the customs and navigation laws throughout your cruising district by causing vessels fallen in with to be boarded and examined. Ample boarding lists will furnish evidence of the proper performance of this duty. You will confer with all chief officers of the customs at such ports as you may visit, with a view to the correction of infractions of law, and keep these officers informed, as far as possible, of your movements, so that they may speedily communicate with you at all times relative to the work of your command and enable you to execute any particular duty with certainty and dispatch.

7. The movements of your command will be reported to headquarters, in accordance with regulations and general orders upon the subject. If a stay in port or at an anchorage is of 24 hours' duration or over, this fact will be reported at once to headquarters by mail at the end of each 24-hour period in port or at anchor, stating the reasons for such stay.

8. Should you gain information of the presence of derelicts or wrecks within your cruising district in the path of commerce, whether within or without the navigable waters of the United States, you will act in accordance with the instructions set forth in department General Order No. 24. In this connection your attention is called to article 148, paragraph 6, of the regulations.

9. You will, as far as practicable, keep in close touch with vessels of the service on adjacent stations and with available shore stations, by means of the radio telegraph, to the end that you may take prompt advantage of such means in the effective discharge of your duties.

10. You will inform the officers of your command that no leaves of absence will be granted during the winter cruising period, except in urgent cases.

11. The successful accomplishment of the objects herein indicated will require on your part constant and energetic direction and, therefore, besides attending to the usual duties of your station, you are given full latitude to respond in all cases where you may be useful in aiding distressed mariners or otherwise in the performance of your duties. It is expected that you will devote your time and best energies to the faithful discharge of your obligations as imposed by law and regulations and that you will leave no effort untried to make for your command an enviable record. Headquarters will regard with interest the progress of your work and will be gratified to hear of any special or important service rendered by your command.

12. At the expiration of the winter-cruising period, you will submit a detailed report of the work performed by your command from December 1 to April 1. This report will embrace only the performance and results of your winter cruising and should not contain recommendations as to ship or personnel.

Respectfully,

E. P. BERTHOLF, *Captain Commandant.*

The work of the Coast Guard is always interesting. No branch of the Federal service can report a greater diversity of activities, and each year adds to the constantly growing panoramic stirring events on the sea, which seemingly are endless in their possibilities. The scenes of rescue work include the vicinities of all stations and the cruising districts of the cutters, embracing as they do the Atlantic and Gulf coasts within the continental limits of the United States, the waters of the Great Lakes, the Pacific coast, including Alaskan waters, and the waters surrounding the outlying possessions of Hawaii and Porto Rico. While the principal features of each instance of work performed is given briefly in the tabulated statements, the following outlines of service of the more important rescues of life and property during the past fiscal year are set forth:

Steamer Eastland.—The capsizing of the steamer *Eastland* in the Chicago River, in the early morning of July 24, 1915, resulted in the loss of 823 lives. About 2,500 persons had been taken on board, preparatory to an excursion trip to Michigan City, Ind. With everything in readiness to cast off, the after mooring lines were let go, and the vessel, which it appears already had a heavy list to port,



LAUNCHING SURFBOAT.

Crew of Coast Guard Station No. 21, on the New England coast.

rolled over and sank. As she rested on the bottom, less than 20 feet from her dock, considerable of her starboard side remained above water. Had the water been deeper the toll of life would undoubtedly have been much greater. Most of those who were drowned were trapped on the lower deck, which was inclosed, while many were caught between the railing of the upper deck and the river bed, as the steamer lay on her side. Several steamers and motor boats in the immediate vicinity proceeded to pick up those who were so fortunate as to find themselves in the water and free of the nearly submerged craft. In this work they were aided by police boats and fire boats that came later.

Inside of 10 minutes after receiving news of the disaster the old Chicago Coast Guard crew arrived to assist in the work of rescue. The keeper and his men at once boarded the vessel and let themselves down through the air vents into the water between decks. Practically all of those whom they found still alive they were able to pass up through the narrow ports. Several of the imprisoned ones were too stout to be taken out through the only exits then available, and the rescue of these had to be deferred until tools could be obtained with which to cut holes through the deck. The rescue of the living concluded, the station crew turned their attention to recovering the bodies of those who had succumbed. They remained at this duty for 10 hours on the day of the disaster and 11 hours the day after, and the results of their efforts were 84 lives saved and 585 bodies recovered. Fifteen additional bodies were recovered by the crew of the Jackson Park Coast Guard station, which arrived on the night of the 24th, too late to assist the living.

Steamer Henry E. Gillen and barge Philip D. Armour.—This steamer and coal-laden barge, en route from Ashtabula, Ohio, to Welland, Ontario, got into difficulty off Presque Isle Light shortly before midnight of November 13, 1915, resulting in the total loss of the barge. It appears that some time after tug and barge left Ashtabula the barge began to leak badly, and the tug in trying to get alongside to render assistance fouled the towline in her propeller. Both vessels were thereby rendered helpless. Each let go an anchor, and the tug blew her whistle for help. The distress signal was heard at the Erie Coast Guard station, 10 miles to the southeast, and the lifeboat was promptly launched, but owing to the state of the sea and to the difficulty of making their way in the darkness through numerous unlighted pound fishnets, the crew was unable to reach the scene until 4 a. m. The tug was not in sight. Ten men were on the barge but only three wanted to leave, and these were taken back to the station. The refusal of the others to leave the barge put the service crew to much additional labor, for the lifeboat had scarcely reached the station when a message was received that the barge was breaking up. When the lifeboat reached the scene the second time the barge had foundered. Fortunately, part of her upper works still remained above water, and her crew had found temporary safety on top of her pilot house and in her rigging. After considerable difficulty, owing to the heavy seas and the wreckage alongside, the remaining seven persons were taken off. Returning a second time to their station, the rescuers learned that the tug *Gillen* had gone ashore on Presque Isle, taking bottom 150 feet from the shore line. It seems

that on finding herself helpless with the line in her propeller the tug had dropped her anchor only to have it drag and fail to hold. She then fell off in the trough of the sea, where she rolled so deeply that she lost her lifeboat. Fearing she would capsize, her crew slipped the cable and allowed the tug to drift ashore. Having ascertained by telephone that the rescue of the tug's crew could be effected to best advantage with the breeches buoy, the keeper took his apparatus by boat to Misery Bay, and carried it thence by wheelbarrow abreast of the stranded vessel. A line was shot to the tug, the beach apparatus set up, and the crew of 10 safely landed in the breeches buoy. On the 14th the cutter *Morrill*, assisted by the Erie station crew and two tugs, pulled the *Gillen* off, and under convoy of the cutter she was taken into Erie Harbor by one of the tugs.

Schooner Mineola.—On November 25 word reached the Gloucester Coast Guard station that this schooner was in distress 5 miles from the station, the vessel being out of sight of the lookout. The station crew promptly launched the lifeboat and started for the scene. It appears the *Mineola*, bound from Bangor, Me., to Neponset, Mass., with a cargo of lumber, met such continuous bad weather en route down the coast that when she reached the vicinity of the Gloucester station she had been a month on her voyage. Laboring in a gale and heavy sea, on the 25th, the schooner began to leak, and with the seas breaking over her soon filled with water beyond the capacity of her two pumps to free her. When the lifeboat from the Gloucester station was within a mile of the *Mineola* she was settling by the stern, and there was every indication that the cargo alone kept her from sinking. After much difficulty the lifeboat got a line on board the schooner and she was finally placed safely alongside a dock at Gloucester.

Sloop Flora D. Thompson.—On the evening of December 9, 1915, the sloop *Flora D. Thompson*, with seven persons on board, anchored near Seguin Island to await a favorable chance to get into the Kennebec River. During the night a gale rose and she parted her cable and was swept out to sea. She was discovered by the watch of the Hunniwells Beach station at daylight of the 10th, by which time she was several miles offshore. Though she showed no distress signal, the fact that she was so far from the land aroused apprehension. A close watch was kept upon her movements and about the middle of the forenoon the keeper, to satisfy himself as to her safety, decided to put out in the power surfboat and overhaul her. On the way out the surfboat passed near the torpedo boat destroyer *Conyngham*, which was undergoing tests in the locality. Knowing that his boat would be unable to tow the sloop in against wind and sea, the keeper asked the captain of the destroyer to perform this service in case the sloop was found disabled. When the two boats reached the sloop, nearly a dozen miles offshore, they found her laboring badly with a cookstove overboard for a sea anchor. The destroyer passed her a line and took both boats in tow. All went well until they neared Seguin Island, when it was noticed the sloop was settling, the hard towing against the choppy sea having started her seams. The surfboat thereupon ran alongside the sloop and took off all hands. The four women and children of the party were placed aboard the tug *Cumberland*, which appeared upon the scene at this juncture. The

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PLATE III.



AID TO VESSELS IN DISTRESS.

Schooner "Irene E. Meservey" rescued by the "Ossipee." (See p. 9.)

tug also relieved the destroyer of her task of towing and brought both boats to the station wharf. The rescued persons, all of whom were suffering from fright and exposure, were given restorative attention at the station.

Schooner Irene E. Messervy.—On the night of the 13th of December, 1915, an unknown vessel, afterwards found to be the schooner named, was discovered by the patrol of the Hunniwells Beach station at anchor in a dangerous position inside Seguin Island (coast of Maine). A close watch was kept upon her throughout the night. Wind and sea having risen by morning, the keeper made ready boat and breeches buoy gear and sent a radiogram to the cutter *Ossipee*. Shortly after dawn the schooner set her ensign union down, and the station proposed to undertake the rescue of her crew. About 8 o'clock the tug *Seguin* appeared off the station and took the surfboat in tow in an attempt to get out over the bar in order that the Coast Guard crew might attempt to reach the schooner from the outside, but the state of the sea compelled her to turn back. At 9.50 a. m. the *Ossipee* anchored near the vessel. As the sea was too rough for lowering a boat, the cutter shot a line over her and sent a 7-inch hawser on board. With everything ready, the schooner tried to slip her cable but in doing so the hawser chafed and parted. At noon, the sea having moderated, the cutter put a 10-inch line on board the schooner and, after considerable difficulty, took her in tow. She was taken to Boothbay Harbor, where surgical aid could be obtained for her master, who had been severely injured. (See special report, p. 108.)

British schooner Mayflower.—On December 26, 1915, the schooner *Mayflower* was sighted several miles northeast of the Gloucester (Mass.) station flying a signal of distress. The station crew put out to her in their lifeboat and found her with sails badly torn and boom and gaff broken. As there was every indication of approaching bad weather it was decided to try to get the vessel into Sandy Bay. The anchorage in view was attained, and the lifeboat was returning to the station when a heavy gale and blinding snowstorm broke. Some time later in the day word came from the Straitsmouth station, the next station to the northward, that the schooner was dragging and in danger of being swept out to sea. Going in search of the vessel, the boat from the Gloucester station found her near buoy No. 3 with her crew in the rigging. The seas were so high that the lifeboat could not remain long near the schooner. On the first trip in alongside of her, three of her crew were taken off. Twice more the boat circled in and each time took off a man, completing the rescue. This work of rescue was accomplished within a short distance of a rocky shore and just clear of a ledge. The schooner was floated next day by a tug and taken to Gloucester.

Steamer Pere Marquette No. 19.—On the morning of January 17, 1916, this steamer (a car ferry) left Milwaukee, Wis., for Ludington, Mich., nearly a hundred miles distant, on the opposite side of the lake, loaded with 27 freight cars. She carried a crew of 38 men. There was also a stowaway on board. Lake Michigan was in the grip of a heavy gale and snowstorm, and the steamer lost her bearings as she neared the Michigan shore late in the evening and went on the beach several miles north of Ludington. News of the stranding having reached the Coast Guard stations at Ludington and Grande

Pointe au Sable, a crew, made up of men from each station, started to the scene of the casualty. They set out with their beach apparatus, but, getting stalled in a snowdrift on the way, were compelled to abandon cart and gear and return for their surfboat, which they transported to the steamer upon a sleigh. The surfboat was launched at midnight off an ice bank, through a heavy surf, and in the face of a 40-mile gale and snowfall. The water that drove into the boat and over the oarsmen froze as it fell. The boat drew alongside and hailed the vessel, but nobody on board seemed to be desirous of being taken off. After much shouting back and forth the steamer's crew finally threw out a line, but the station crew had scarcely laid hold of it when a sea swept them away and into the breakers astern, where their boat repeatedly filled. There being little chance of effecting a rescue in the prevailing state of the water, the service crew returned ashore. They stood by on the beach, however, during the remainder of the night and all of the following day, waiting for a signal from the vessel indicating that assistance was needed. Toward evening a signal was displayed, whereupon the surfboat was again launched, and this time 16 persons brought ashore. As those that still remained on board considered themselves safe where they were, the service crew proceeded to their stations for much-needed rest and sleep. Returning to the steamer the next morning, they landed 12 more persons. The 11 remaining persons were brought ashore later in the day. On January 25 and 26 the Coast Guard crews ran lines for wrecking tugs that had undertaken to release the steamer. She was floated on the 29th and towed into harbor.

Schooner N. H. Burrows.—On February 14, 1916, the lookout of the Hog Island (Va.) station discovered a vessel at anchor several miles offshore. The sea was running high with a gale from the north, and the vessel appeared to be laboring badly, but nothing could be seen on board that would indicate that she was in trouble. Shortly after noon the schooner set a signal of distress, and the station crew put off promptly in their lifeboat. It appears this vessel, bound from Norfolk, Va., to New Haven, Conn., with a cargo of coal and a crew of six, ran into a snowstorm the night preceding, lost her bearings, and struck on Hog Island Shoals. She had worked off the shoals, however, and anchored in 4 fathoms. She was leaking badly, and her sails and rigging were so heavily incrusted with ice as to be unmanageable. As the seas were sweeping over the schooner the Coast Guard crew could do nothing but take off the imperiled men, leaving the matter of saving the vessel for the future. It being out of the question to pull in alongside, the lifeboat was brought as close under the stern of the schooner as possible, and her crew dropped into the lifeboat from the spankerboom, one at a time. All hands safely reached shore, but with boat and occupants covered with ice. The schooner sunk on the 15th and became a total loss.

Steamer Middlesex.—On February 21, 1916, the *Acushnet* received radio advices that the steamer *Middlesex* was ashore near Cross Rip Lightship, a dangerous location. The cutter proceeded at once to the disabled vessel, ran a 9-inch hawser to her stern, and started pulling. The engine of the steamer was backed at the same time. Through these combined efforts the steamer was gradually worked off the shoal, and was afloat by 11.10, undamaged. The strong tide and wind made maneuvering very difficult. As the thermometer

stood at 7° above zero the hawser became so rigid from freezing that it was extremely difficult to handle it. The steamer and her cargo were valued at \$295,000, and there were 30 persons on board.

Steamer Alamo.—On March 23, 1916, headquarters received telephonic information from the Mallory Steamship Co., of New York, that their steamer, the *Alamo*, had lost her rudder and was in a helpless condition somewhere off Cape Hatteras. Radio instructions were at once sent the cutter *Onondaga*, which proceeded at full speed from Old Point, Va., and succeeded in locating the disabled vessel at 2.40 p. m. the following day. A 12-inch line was run from the cutter's bow to the *Alamo*'s stern, the *Onondaga* then acting as a rudder to the disabled vessel. In this manner the steamer was steered all the way to New York, where she was turned over to tugboats at the entrance to the harbor. The steamer and her cargo were valued at \$325,000, and there were 84 persons on board the disabled craft.

Norwegian Ship Svaland.—On March 24, 1916, the *Seneca*, then at Halifax, Nova Scotia, taking on supplies for international ice patrol duty, intercepted a radio call for assistance. She immediately put to sea, and after a two days' search found the Swedish steamer *Mujik* standing by the Norwegian ship *Svaland* in latitude 41° 53' north, longitude 57° 32' west, about 150 miles east of Cape Breton. It appears the *Svaland*, with a crew of 25 men, sailed from Liverpool for New York City in ballast in February. She made good weather of it during the first week of her voyage and then encountered a series of heavy gales which carried away her sails and upper spars, and did her such injury otherwise as to leave her entirely helpless. In this condition she drifted before the wind until the morning of March 22, when she was discovered and taken in tow by the *Mujik*. During the next 24 hours the *Mujik*'s towline parted twice and when the *Svaland* broke away the second time the *Mujik* sent out a radio call for help. Upon the arrival of the *Seneca* the *Mujik* continued her voyage. The cutter made several attempts to get a line on board the *Svaland* by using the line-throwing gun and by the use of floats, but wind and sea and darkness defeated her efforts. Meanwhile both cutter and dismasted ship drifted before the gale, and as the cutter moved along more slowly, it was necessary for her to steam toward the wreck at intervals to keep her lights in sight. For three nights and two days the vessels drifted thus to the southward. The *Seneca*'s opportunity came on the forenoon of the 29th, after they had drifted a distance of about 160 miles, when wind and sea having moderated somewhat she managed to get a hawser on board the wreck. It being doubtful whether the *Svaland* would survive the trip to port, the *Seneca* now sent her lifeboat alongside and took off 19 of the crew, leaving 6 men on board to handle the wreck. The cutter and her tow reached Halifax on April 1. On this occasion, covering a week of effort, the *Seneca* was instrumental in saving 25 men and a vessel valued at \$115,000.

Virginia Beach Station.—On the night of May 7, 1916, Surfman T. W. Simmons, of this station, accomplished the rescue of an Italian family of nine persons from a burning dwelling. Simmons discovered the fire while on the midnight patrol south. When he reached the building he saw there was no chance to save it, and therefore gave his attention to the task of saving anybody who might be inside.

When he had aroused the family, after having forced an entrance, they mistook him for a burglar, and as they were unable to understand English his presence could not be immediately explained. Despite their resistance, however, he dragged outside the parents and children to the number of nine.

Louisville Station.—On the afternoon of June 27, 1916, two young men, bound down the Ohio River in a small flatboat, were carried over the Falls at Louisville, Ky. In the course of efforts made to save these men, one member of the Coast Guard station crew at Louisville, Surfman John A. Munz, was drowned, and five other members of the crew narrowly escaped his fate. Owing to the necessity of reaching the scene of the accident in the shortest possible time, the two boats that put out from the station to the rescue were steered straight over the dam. Both boats were badly damaged on the rocks below and being caught in an eddying current were swamped, leaving all hands in a situation as perilous as that of the men they had come to save. Eight men were now struggling desperately in the water and meeting with poor success in their efforts to get beyond the powerful grip of the whirlpool that swept them around and around and under and back of the torrent pouring over the dam. Ransom and Matthews, the first to escape the swirling current, were picked up by a fisherman who had come to the rescue from down the river. This man next took Drazel and Curley on board, and with these to assist him in the management of his boat proceeded to aid Williams. Next came Farrell, who was hauled from the water in a state approaching unconsciousness, but Munz's strength gave out before help could reach him. He went down in 20 feet of water and was not afterwards seen alive. Long was the last to be rescued. Munz's body was recovered two days after the accident. An examination showed that he had been severely injured about the head.

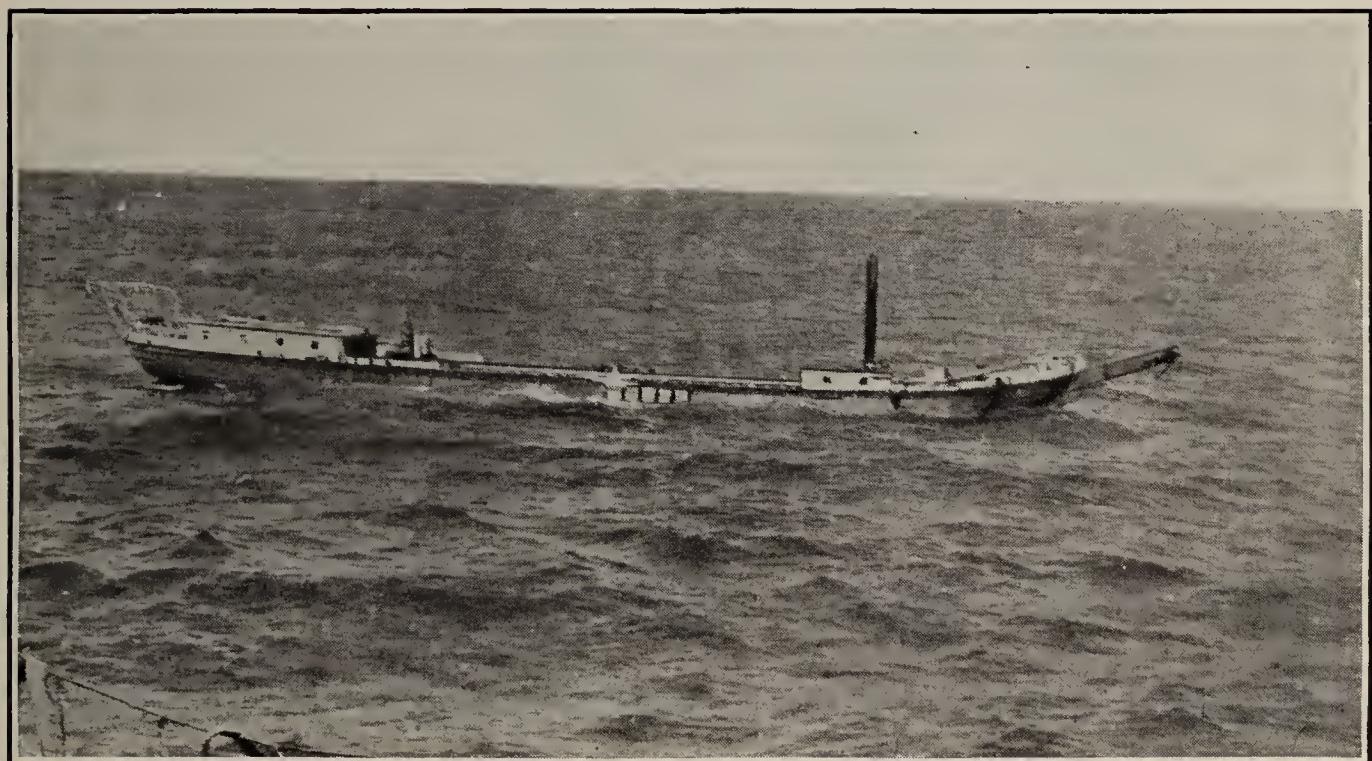
REMOVAL OF DERELICTS.

The removal or destruction of dangerous derelicts in the paths of commerce has been prosecuted with the usual vigor in the past year. There were 30 of these menaces destroyed or otherwise removed. The past year was the last of 10 years since records have been compiled of this activity. During that decade 268 derelicts were destroyed or removed, an average of 26.8 per year.

Prior to the time when the Federal Government assumed the function of derelict destroying to protect commerce from danger of this kind frequent complaints were made in the press by seafaring men of the danger to their craft from these menaces to safe navigation. Now as soon as a derelict is reported the prompt action of some one of the Coast Guard cutters usually results in the destruction or removal of the sunken or floating obstruction before any harm is done to passing vessels. While the number—30—removed does not seem very formidable, it is readily understood by persons familiar with sea conditions that each instance usually represents a large amount of hard work on the part of the cutters. Frequently many miles have to be cruised and much ingenuity and seamanship exercised to locate the derelict; then may follow day after day of laborious towing to pull the unwieldy wreck into the nearest port. Seldom is it possible to tow a derelict at a speed greater than 2 knots an hour. In blowing

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PLATE IV.



RECOVERY OF DERELICTS.

Derelict schooner found by the "Tampa."

up obstructions all sorts of delays and difficulties may be encountered. The handling of guncotton mines in open boats, oftentimes in freezing weather and rough water, and attaching them to projecting spars are operations which must be conducted with the greatest skill and care. The danger of premature explosion is ever present and must be carefully guarded against. The following incidents are illustrative of the work performed in this field during the past fiscal year:

Derelict schooner Oscar G.—While cruising in search of derelicts in the Gulf of Mexico on September 1, 1915, the *Tampa* located the schooner *Oscar G* in latitude $25^{\circ} 35'$ north, longitude $85^{\circ} 45'$ west. The vessel was found to be water-logged and badly wrecked, with stumps of fore and mainmasts standing, one mast floating alongside, starboard anchor trailing from hawsepope with chain run out and rudder unshipped. As she was lumber laden, it was necessary to tow her to port. A crew was sent on board to clear up the wreckage, as far as possible with the heavy seas constantly breaking over her, in order to put her in condition for towing. Finally a line was secured, and it was decided to tow her to Tampa, Fla. Although the schooner yawed considerably, fair progress was made, and it was possible to make a speed of 3 knots an hour until midnight September 2, when the wind and sea began to increase. Early the following morning the wind had increased to a tropical hurricane. To abandon the derelict would have necessitated another search to locate her after the storm. The plan was therefore adopted of using the schooner as a sea anchor for the cutter. The tow line was shifted from the stern to the bow of the *Tampa*, and the hurricane safely ridden out. As the gale subsided the tow line was again shifted to the stern of the *Tampa* and she proceeded toward Key West, arriving there on September 5. Upon reaching that port the derelict was pumped out and turned over to the agent of the owners.

Unknown sunken derelict.—While on her first voyage to her station at Mobile, Ala., the new cutter *Tallapoosa* was directed to search for a sunken derelict schooner in the Gulf of Mexico. While engaged in the search definite information was received by radio from a passing steamer as to the location of the wreck. Proceeding at once to the position given, latitude $28^{\circ} 57'$ north, longitude $92^{\circ} 24'$ west, the cutter located the derelict, which proved to be that of a four-masted schooner with fore and main lowermasts and topmasts standing, the caps projecting out of water and forming a very dangerous obstruction to navigation. Other attached spars were floating near the wreck. Operations were immediately begun by cutting all standing rigging with hack saws. A line was attached to the mizzenmast head, and by pulling on it the cutter succeeded in breaking off the mast. The other spars were one by one successfully cleared away despite the heavy sea which was running. It was necessary to use a number of mines to break off the heavier spars. Upon completion of the operations, which lasted five days, a clear depth of 14 fathoms was found over the wreck. All loose spars removed were towed in and beached.

MEDICAL AID TO AMERICAN FISHERMEN.

Under authority of the act of June 24, 1914, which provides—

That, in the discretion of the Secretary of the Treasury, any of the revenue cutters provided for in this act, or any other revenue cutter now or hereafter in commission, may be used to extend medical and surgical aid to the crews of American vessels

engaged in the deep-sea fisheries under such regulations as the Secretary of the Treasury may from time to time prescribe, and the said Secretary is hereby authorized to detail for duty on revenue cutters such surgeons and other persons of the Public Health Service as he may deem necessary,

the *Androscoggin* has been continued on the duty of rendering aid to American fishermen who ply their vocation in the North Atlantic in the vicinity of Nova Scotia. As in the former year, the prearranged signal for medical assistance needed was for the fishing vessels to set the union jack at the main.

Following the experience of the previous fiscal year, based largely on the suggestions of the masters of the American fishing vessels most interested in the aid rendered, the following general program was adopted. From November 1 to April 1, anchor in Shelburne, Nova Scotia, where most of the American deep-sea fishermen make their headquarters during that period. During the month of April the headquarters of the *Androscoggin* were changed to the vicinity of Sable Island. During May her cruising grounds were in the vicinity of the Gut of Canso and Cape Breton Island, and she proceeded to the Magdalen Islands as soon as the ice conditions permitted. During June she followed the fishermen to the vicinity of the Miquelon Islands, where the vessels go for bait. During the summer months the operations of the cutter are hampered by the prevailing fogs and by the fact that the fishing fleet is usually scattered over a wide area, with no regular place in view.

Owing to necessary repairs the *Androscoggin* was unable to resume her work the past fiscal year until November 6, 1915, on which date she left Boston to begin her regular cruising. During the remainder of the year 10 separate cruises were made to the fishing grounds, during which time she covered a distance of 9,538 miles. One hundred and forty-nine cases of sickness were treated during that period. Two American fishing vessels were freed from the ice; one fishing vessel which was blown out of its course was furnished with sailing directions, and one American vessel was furnished with provisions, the supply on board having been exhausted. At all times during these cruises the services of the cutter were available to see that the American fishermen were protected in their rights and to give them advice in order to avoid any acts on their part which might interfere with the international agreements concerning fishing.

CUSTOMS LAWS.

In addition to the general enforcement of customs laws by all vessels and stations of the Coast Guard, there are harbor cutters or launches detailed especially for customs service at the following ports: Boston, New York, Philadelphia, Baltimore, Savannah, Pensacola, Mobile, New Orleans, San Francisco, and Seattle—12 craft in all. These cutters board all incoming foreign vessels subject to customs inspection, and in a general way perform boating duty for the customs authorities at those ports. As occasion serves, these cutters assist in the enforcement of the navigation and other laws. Smuggling in bulk is a crime not much resorted to at the present time except in a few remote localities along the border coasts, but the cutters and stations are constantly on the lookout for violations of this kind, and this watchfulness undoubtedly tends to hold in check this class of offenders against the law.

ANCHORAGE AND MOVEMENTS OF VESSELS.

In cooperation with the War Department, the Coast Guard has continued to supervise the anchorage and movements of vessels at the ports of New York and Chicago, on the Kennebec River, and on the St. Marys River, Mich. In addition, the commanding officer of the Coast Guard cutter *Acushnet* has been designated as supervisor of the new anchorage ground established by the Secretary of War in Nantucket and Vineyard Sounds, Mass.

The season of navigation opened April 16 on the St. Marys River and closed December 20. The patrol of the river was performed by the cutter *Mackinac* and her two launches, and a constant lookout was maintained day and night at six shore stations, each of which was manned by three lookouts, standing duty in rotation. The season was remarkably free from serious accidents, and while there were several cases of grounding, not one resulted in a blockade of the channel. The tonnage passing through the locks was considerably greater throughout the season than in the previous year. Owing to the increased demand for bottoms, several vessels were fitted out which had not been in commission for two years, and while the rush did not begin until the season was well advanced, the total tonnage almost equaled that of the season of 1913. The aggregate number of vessels passing through the locks was 18,127, against 14,801 in 1914. Of this immense amount of traffic it was necessary to warn only 79 vessels and to report only 4 for violation of the anchorage rules, which figures indicate an efficient supervision and a disposition on the part of the shipmasters to abide by the rules. In addition to regulating traffic, the officers and men on patrol keep passing vessels advised as to the depth of water over the sills of the locks and what draft may safely be carried through the channels. (See special report, p. 102.)

ENFORCEMENT OF NEUTRALITY, NAVIGATION, AND OTHER LAWS.

Neutrality.—The continuance of war conditions in Europe made it necessary, as during the preceding year, to assign several of the cutters, on various occasions, to enforce the neutrality laws of the country. This resulted in the withdrawal of the vessels so assigned, from their regular tasks at such times, because in order to enforce neutrality laws effectively the service must be continuous. Owing to the limited number of cruising cutters, and the fact that no relief vessels are available, it becomes necessary to discontinue certain of the regular duties of the cutters when their services are required in the enforcement of laws which demand their undivided attention. With a spare vessel each for the Atlantic and Pacific coasts, the performance of this important duty could in most instances be undertaken without seriously interfering with the regular business of the cruising cutters.

Regattas.—As in previous years, all the leading regattas and marine parades held throughout the country on frequented waters, were patrolled by Coast Guard cutters in the interests of public safety. This duty is important, alike to the spectators and contestants. To preserve order, prevent crowding and endangering the lives of the people afloat, it is necessary at times to enforce rules which may appear somewhat drastic to some individual spectators, but in almost

every instance it will be found that the orders are issued and carried out for the general good of all concerned. It is a human failing to crowd in along the course and get a point of vantage on occasions of regattas, etc., and innocently or otherwise disregard the rights or feelings of others. The function of the patrol officers is to prevent such crowding, which is always fraught with danger to the lives of on-lookers, and at the same time to preserve as equitable a distribution of the points of vantage as may be possible. That the efforts of the Coast Guard along these lines are appreciated is evidenced by the letters of commendation which almost invariably are received from regatta officials after the completion of each patrol.

During the past year there were 36 instances when regattas were patrolled by Coast Guard cutters. (See tabulated statement, page 257.)

Immigration.—Whenever practicable the various cutters have cooperated in enforcing the immigration laws.

On August 4, 1915, the Coast Guard lookout at Station No. 6, in the Sault Ste. Marie patrol, detected a Canadian attempting to smuggle four aliens into the United States in a small rowboat. They were at once seized, and telephonic notification sent to the cutter *Mackinac*. That cutter at once proceeded to the lookout station, took the suspected men on board, and delivered them to the immigration authorities at Sault Ste. Marie. Investigation developed that the four aliens were brought into this country illegally, and the Canadian in charge of the boat proved to be an old offender. All five were lodged in jail to await action by the courts.

Enforcement of navigation laws.—For the purpose of enforcing the laws governing navigation, motor boats and customs, there were boarded and examined 30,510 vessels during the fiscal year ended June 30, 1916. This is a very substantial increase over the number boarded and examined in the preceding two years of the Coast Guard organization. Of the vessels examined, 615 were reported for violations of the law, and a total of \$251,820 was imposed as fines. Many of these fines were subsequently reduced or in some instances mitigated by the reviewing authorities, owing to ameliorating circumstances. During the past year the keepers of a number of the Coast Guard stations have been instructed in the duties of boarding officers and, particularly in the twelfth district, many motor boats have been boarded and examined by the station crews. As opportunity offers, this system will be extended, to the end that all station keepers will be given appropriate instruction in this duty, and at such times as may be spared from station duties and drills, attention will be given to boarding vessels and the enforcement of the navigation and motor-boat laws.

Certification of lifeboat men.—One of the provisions of the recently enacted seamen's law requires that a certain proportion of the crews of all passenger-carrying vessels entering or leaving American ports must be "certificated lifeboat men," experts in the duties incident to lowering and manning boats. The law further provides that to obtain a certificate as "lifeboat man," the applicant must qualify in those duties before competent authorities. As the facilities of the Steamboat-Inspection Service of the Department of Commerce were inadequate to promptly meet the requirements of the law, the cooperation of the Coast Guard was requested in the important work of

examining the thousands of applicants for such certificates. Accordingly certain commissioned and warrant officers of the Coast Guard were designated as examiners to assist the Steamboat-Inspection Service in carrying out that feature of the law. Since November 4, 1915, applicants to the number of 16,028 have been examined. Of that number 11,408 were certificated and 4,620 rejected. This has placed considerable extra work on the Coast Guard, but it has been cheerfully and efficiently performed in the interests of safety to the traveling public.

EXPOSITIONS.

The work of the Coast Guard and the methods adopted for saving life and property at sea and along the coasts appears to be of absorbing interest to the public generally. This is evidenced by the appeals made for an exhibit of Coast Guard appliances by nearly all large expositions held throughout the country, and the department has in general acceded to these requests where arrangements could be made to defray the necessary expenses. The Panama-Pacific Exposition at San Francisco, Cal., located, as it was, on the southern shore of the Golden Gate, presented ideal conditions for the representation of the activities of the Coast Guard. During several of the summer months the crew of the Fort Point Coast Guard station, located within the exposition grounds, gave daily demonstrations showing the service methods of rescue from wrecks along the coast, and of resuscitating the apparently drowned. Life lines were shot over a spar located in the yacht harbor, and members of the crew were brought ashore in the breeches buoy apparatus. Thousands of people witnessed and applauded these daily exhibitions. In the Palace of Machinery appropriate space was set aside for the Coast Guard apparatus and exhibits, which consisted essentially of line-throwing guns, both for beach and open-sea work, models of several of the more important cutters, specimens of the small-arm equipment, oil paintings and photographs representing many phases of the activities of the service, statistical records, etc. This exhibit was in charge of a commissioned officer, assisted by two warrant officers, who explained the various appliances to the public. The president of this exposition stated in a letter to the agent in charge of the Treasury Department exhibit, as follows:

The exhibitions given by the Coast Guard during the past four or five months have been a decided feature, and were enjoyed by thousands of visitors at our exposition.

At the conclusion of the San Francisco Exposition, most of the Coast Guard exhibits were transferred to the Panama-California Exposition at San Diego, and are now being shown at that place. During the past year an exhibit of the Coast Guard was placed on view at the Panama-National Exposition in the Canal Zone. Under the auspices of Government officials, the Baltimore & Ohio Railroad prepared a special train to contain an exhibit of the various safety-first functions of the Federal Government, and transported it to many of the large cities and towns along its route, and at other places on the routes of connecting railroads. One of the cars of this train was devoted to an exhibit of the Coast Guard facilities. This included a power surfboat, breeches buoy apparatus, line-throwing guns, photographs showing various activities of the Coast Guard

cutters and stations, etc. The exhibit was in charge of an officer, with assistants, who explained the apparatus and operations of the service to many thousands of interested visitors. At all these exhibitions, brochures containing the history, duties, and statistics of the work performed by the Coast Guard, were given to such visitors as expressed a special interest in the subject.

PROTECTION OF THE FUR SEAL,

The patrol of the Bering Sea and North Pacific Ocean, to enforce the provisions of law and the Convention of 1911 entered into by the United States, Great Britain, Russia, and Japan, has been continued. It had been the custom in previous years to assign three cutters to this duty, but the reports of the operations of the patrol vessels for the seasons of 1913 and 1914 indicated that pelagic sealing had apparently ceased, and it was therefore decided to maintain the patrol with a single cutter during the season of 1915. Accordingly the *Unalga* was detailed for this duty and sailed from Seattle April 20, 1915. On July 17 she returned to her station, having been relieved by the *Manning*, which cutter continued the patrol during the remainder of the season and returned to her station early in September, 1915.

In addition to the patrol duties, particular attention was given to assisting vessels in distress, enforcing the laws and regulations regarding the protection of game, fisheries, and fur-bearing animals, and, whenever practicable during the season, the mail was carried to vessels of the fishing fleet. On a number of occasions medical aid was given to the men of the fishing fleet by the surgeons attached to the cutters. On cruises to the westward the several villages on the Aleutian chain were visited as often as possible, in order that the surgeons might give medical aid to the natives, and instruct them in the sanitation of their persons and dwellings. On these occasions assistance was given to the Department of Justice and Bureau of Education in investigating matters pertaining to their spheres of action in remote places. (See special reports of *Unalga* and *Manning*, p. 79.)

Pelagic sealing in the North Pacific and Bering Sea during former years had gradually depleted the Pribilof seal herd to such an extent that in 1911 it was barely profitable to operate vessels for this purpose. In the fall of that year was ratified the seal convention, by the terms of which the United States, Great Britain, Russia, and Japan agreed to prohibit pelagic sealing on the part of their respective citizens and subjects. All this resulted in the practical cessation of pelagic sealing, as shown by the reports of the patrol vessels for the seasons of 1912, 1913, and 1914. Meanwhile there has been a marked increase in the seal herd, and although there does not appear to have been any attempt to resume pelagic sealing operations coincident with the curtailing of the patrol during the season of 1915 it was deemed expedient to increase the patrol during the season of 1916 as a matter of precaution. Accordingly the *Unalga*, *Manning*, and *McCulloch* were assigned to this duty. The *Unalga* sailed from Seattle April 20 and the *Manning* from Astoria May 12. Both vessels followed the migration of the seal herd through the North Pacific to Unimak Pass and then took up the active patrol of the Bering Sea. The *McCulloch* left San Francisco May 24 to cruise along the Aleutian

Chain to the westward and then join the other vessels on patrol as might be necessary. The reports of the operations for the season of 1916 will be given in the next annual report.

ICE PATROL.

As during the previous three years, the international ice-observation and ice-patrol service was performed by vessels of the Coast Guard. The *Seneca* was detached from the New York division in the early part of February and made two cruises to the vicinity of the Grand Banks on ice-observation duty, making Halifax her working headquarters. In March the *Tampa* was sent from Key West to New York to fit out, and in the early part of April she joined the *Seneca* in maintaining a continuous ice patrol until July 3, when the senior officer reported that there was no further necessity of such patrol. Each vessel made three ice-patrol cruises of 15 days' duration, exclusive of the time consumed in making the run between Halifax and the ice region.

The scope of the patrol and the methods of disseminating information and warnings to trans-Atlantic vessels approaching the Grand Banks are set forth in the following instructions issued for the season of 1915:

1. The object of the patrol is to locate the icebergs and field ice nearest to the trans-Atlantic steamship lanes. It will be the duty of patrol vessels to determine the southerly, easterly, and westerly limits of the ice and to keep in touch with these fields as they move to the southward in order that radio messages may be sent out daily, giving the whereabouts of the ice, particularly the ice that may be in the immediate vicinity of the regular trans-Atlantic steamer lanes.

2. The patrol will continue until the ice no longer constitutes a danger to navigation in the trans-Atlantic steamship lanes. The ice season is usually three months—April, May, and June.

3. While on this patrol the vessels will obtain fuel and other necessary supplies at Halifax, Nova Scotia. The two vessels will make alternate cruises of about 15 days in the ice region, the 15 days to be exclusive of time occupied in going to and from Halifax. The senior commanding officer will so regulate the movements of the vessels that on the fifteenth day after reaching the ice region the vessel on patrol will be relieved by the second vessel, if possible, at which time the first vessel will proceed to Halifax, replenish her coal supply, and return in time to relieve the other vessel at the end of the latter's 15-day cruise. It is important that the patrol be continuous, and the vessel on patrol must not leave her station until relieved by the other vessel unless it is absolutely necessary to do so.

4. Having located the ice, the patrol vessel will send the following daily radiograms. All times in radiograms will be in seventy-fifth meridian time.

- (a) At 6 p. m. (seventy-fifth meridian time) ice information will be sent broadcast for the benefit of vessels, using 600-meter wave length. This message will be sent three times with an interval of two minutes between each.

- (b) At 6.15 p. m. (seventy-fifth meridian time) the same information will be sent broadcast three times in similar manner, using 300-meter wave length.

- (c) At 4 a. m. (seventy-fifth meridian time) a radiogram will be sent to the branch hydrographic office, New York City, through Cape Race radio station, defining the ice-danger zone, its southern limits, or other definite ice news. The telegraphic address of the branch hydrographic office is "Hydrographic, New York." If unable to send via Cape Race, send by most convenient route.

- (d) Ice information will be given at any time to any ship with which the patrol vessel can communicate.

5. Ice information will be given in as plain, concise, English as practicable, and will state in the following order:

- (a) Ice (berg or field).
- (b) Date.
- (c) Time (seventy-fifth meridian time).
- (d) Latitude.
- (e) Longitude.
- (f) Other data as may be necessary.

6. Attention is called to circular letter No. 122, the provisions of which will be followed in radiograms sent to the Hydrographic Office. (See par. 4c of this order.)

In radiograms sent to vessels other than Coast Guard cutters the words "latitude" and "longitude" will not be omitted.

7. Each patrol vessel will keep a remark book in which will be entered all data and information that can be collected concerning the ice.

8. Each vessel on being relieved by the other vessel will deliver to the relieving vessel copies of all radiograms sent to or received from the Hydrographic Office during the cruise and copies of all instructions received from headquarters by radio.

9. At the end of each cruise each vessel will forward to headquarters a full report in triplicate. These reports should not include any matters of purely ship's business which do not relate to the ice patrol. Each vessel will send these reports direct to headquarters, and furnish a copy of such reports to the other vessel on patrol.

10. Each vessel will plot on tracing paper used in connection with H. O. Chart No. 955 the positions and extent of the ice as located from time to time. This data will also be plotted on duplicate tracing paper, and this duplicate will be delivered to the relieving vessel.

11. If in an emergency it becomes necessary for the junior commanding officer to communicate directly with headquarters in order to avoid delay, a copy of all such communications will be furnished to the senior commanding officer.

Owing to the fact that several of the bureaus found it impossible at this time to procure proper instruments for the continuance of the scientific observations, no scientists were detailed to accompany the patrol vessels during this season. The commanding officer of the *Seneca* was instructed to carry on such observations as practicable with the instruments he had on board.

The season of 1916 was marked by the almost total absence of ice near the tail of the Grand Bank until very late in June, when a few bergs passed to the south and west of that locality, encountered the Gulf Stream and shortly broke up and melted. Much ice was reported to the north and east of the Grand Bank and extraordinarily heavy ice was said to have been encountered off the coast of Labrador. The weather was good as a whole, only one severe gale having been experienced by the patrol vessels, and that in the early part of the season.

This international service was begun by the United States in 1914 at the request of Great Britain, acting on behalf of the various powers interested, under the conditions set forth in the International Convention for the Safety of Life at Sea, which was signed at London, January 20, 1914, by the representatives of those powers. Under those conditions the several powers assumed the obligation to contribute to the expenses of the international service in certain proportions, enumerated in article 7 of the said convention. The cost of the patrol for the season of 1915, together with the sums due from the several powers, is given below, those countries which have thus far discharged their obligations being indicated by the asterisk:

Salaries and wages of personnel.....	\$38,573.24
Maintenance and operation, including all supplies and miscellaneous con-	
tingent expenses.....	23,394.68
Administrative expenses.....	1,985.82
Depreciation:	
<i>Seneca</i> , built in 1908, cost \$295,000; vessel on duty Feb. 3 to July 7,	
1915; depreciation, 3 per cent per annum.....	3,810.42
<i>Tampa</i> , ¹ built in 1911, cost \$250,000; vessel on duty Mar. 6 to June 21,	
1915; depreciation, 2 per cent per annum.....	1,472.23
	69,236.39

¹ Formerly the *Miami*.

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PLATE V.



INTERNATIONAL ICE PATROL.

The "Tampa."

Country.	Per cent.	Amount.	Country.	Per cent.	Amount.
Austria-Hungary.....	2	\$1,384.73	*Italy.....	4	\$2,769.45
*Belgium.....	4	2,769.45	Netherlands.....	4	2,769.45
*Canada.....	2	1,384.73	*Norway.....	3	2,077.09
*Denmark.....	2	1,384.73	*Russia.....	2	1,384.73
France.....	15	10,385.46	*Sweden.....	2	1,384.73
Germany.....	15	10,385.46	*United States of America.....	15	10,385.46
*Great Britain.....	30	20,770.92			

Through the usual diplomatic channels the several powers will be advised of the sums due from them to defray the cost of the patrol for the season of 1916.

SPECIAL CRUISES.

Bear.—Leaving San Francisco May 2, 1915, this cutter made the annual cruise to Bering Sea and Arctic Ocean. She returned November 29, 1915, having covered during the cruise a distance of 15,210 miles in northern waters. On her way north, she stopped at Seattle, at the request of the Postmaster General, to transport to northern Alaska a large accumulation of winter mail. Stopping also at Unalaska en route, the *Bear* arrived off Nome, Alaska, May 28. After landing the mail, she returned to the southward, developed the ice conditions in the sea, and by radio advised the incoming fleet of merchant vessels how to avoid the heavy ice. During the summer, cruises were made along the coast as far as Point Barrow, in the Arctic Ocean, the northernmost point in Alaska. On these cruises all villages and Government schoolhouses in this remote region were visited and inspected, medical and other aid was given where needed, and the Government interests generally supervised. After the cruise to the Arctic was completed, the *Bear* remained in the vicinity of Nome until the close of navigation in November in order to render such assistance as might be needed to vessels during those two winter months. (See special report, p. 95.)

McCulloch.—As in previous years, the Department of Justice requested the use of a cutter to transport the United States court to places in southwestern Alaska, in order to facilitate the administration of justice. The *McCulloch*, being assigned to this duty, received on board at Valdez on July 9 the United States judge and the necessary court officials, and proceeded to the various places indicated by the Department of Justice, returning to Valdez with the floating court August 20, 1915.

Thetis.—This cutter made a special cruise to Bird, Laysan, Lisianski, Ocean and Midway Islands, in January and February, 1916, to inspect the bird reservations on behalf of the Department of Agriculture. The weather was stormy, and, as usual, landings on some of the islands were made with considerable difficulty. No evidences of poaching were found, and it is concluded that the previous cruises of cutters to those islands have had the effect of discouraging the further incursions of bird marauders.

RESUSCITATION OF THE APPARENTLY DROWNED.

In addition to their work of protecting commerce and navigation along our shores, the units of the Coast Guard are frequently called upon to assist bathers and swimmers and others whose lives are imperiled in the water. Often in cases of this kind the persons taken in

hand by the corps are in a serious condition, and in some instances apparently drowned. Nearly always painstaking and intelligent attention is required to bring them safely around, and prevent ill aftereffects. The treatment administered in this resuscitative work is based upon scientific principles, and its efficacy has been established in practice extending over a long period of years. In all cases of apparent drowning, even though the patient has been under water for as long as 30 minutes, the corps is expected to subject the patient to the prescribed manipulation long enough to revive him or to afford positive and convincing evidence that life is extinct. Instances have occurred in which, by such indefatigable effort, persons have been restored after physicians in attendance have pronounced them dead.

During the last fiscal year 28 cases of resuscitation and attempted resuscitation by the service crews were reported, in which the patients had been in the water either helpless or unconscious for periods varying from a few minutes to as long as 23 minutes. No account is taken here of any cases of attempted resuscitation reported, in which the victim was under water longer than half an hour.

In 13 of the 28 instances noted the work of the corps was successful. In 10 of these 13 cases artificial respiration was employed for periods varying from a few minutes to an hour and 15 minutes, while in the three other cases friction of body and limbs was sufficient to effect restoration. Five of the thirteen persons revived were apparently dead when the corps took charge of them; they had been under water for periods varying from 1 to 7 minutes, and the work of restoration required periods varying from 5 minutes to an hour and 15 minutes.

INVESTIGATION OF LOSS OF LIFE.

Twenty-two casualties to vessels and boats involving loss of life occurred within the field of operations of the Coast Guard during the past fiscal year, as compared with 84 during the preceding year. In accordance with law, each of the 22 accidents was thoroughly investigated. It is stated with regret that in two instances members of the service failed to perform their full duty. In one of these it was found that an acting keeper of a station, a man of personal courage, with a long and an honorable record, had failed to act with sufficient promptness in going to the aid of a boat in distress. The testimony was not conclusive that the loss of one life on this occasion could have been averted if prompt measures had been taken, but the dilatoriness of the keeper and his lack of leadership were so clearly established as to make it necessary to revoke his rating and return him to his former grade. In the other instance a keeper and a member of his crew were found to have been derelict in keeping the station watch, in consequence of which the capsizing of a motor boat, resulting in the loss of one life, was not immediately discovered by the station crew. The testimony in this case showed that in all probability the loss of life could not have been prevented even if the watch had been rigorously maintained, the accident immediately observed, and instant aid dispatched. These circumstances, however, could not be considered in extenuation of the failure to enforce the regulations as to watch duty, and the keeper and surfman were severely reprimanded and admonished as to their future conduct in such matters.

A tabular statement of the loss of life occurring during the year appears on page 281.

LOSS OF LIFE AND PROPERTY DURING HURRICANE ON GULF COAST.

Established primarily for the saving of life and property of the public from the perils of the sea, the Coast Guard is not infrequently, itself, the victim of serious disaster through the ravages of storm and flood. Probably the most notable instances of the kind in the history of the service have been caused by the tropical hurricanes which occasionally visit the Gulf coast of the United States. The most disastrous of these storms in recent years, so far as concerns the service, swept the Gulf coast on the 16th of August, 1915, entirely destroying the Velasco, San Luis, and Galveston stations, with practically all their equipment, and claiming the lives of two members of the crew of the Velasco station and of four members of the crew of the San Luis station. Several members of the families of the Coast Guardsmen and a number of persons who had sought refuge at the stations also perished.

Upon the occurrence of these hurricanes the crews of stations within the storm area have been accustomed, under extreme conditions, to man their larger boats at the beginning of the flood, taking with them such refugees as have sought protection, in the hope of surviving the storm, riding at such available mooring as seemed to offer the best holding ground. The predicament of the crews during these trying occasions can well be imagined. Driven from their stations by the rise of water, there is nothing else for them to do, on the low, flat beaches of the country, but to take to their boats, make them fast the best they can, and trust to good fortune to bring them through the storm. The story of the storm of 1915 is practically a repetition of the incidents of former hurricanes occurring on the Gulf coast and adds another thrilling chapter to the annals of this branch of the public service.

Upon this occasion a total of 21 persons, members of the crew of the Velasco station and refugees, sought safety in the Coast Guard boats belonging to that station. At the height of the storm the station was carried away by the wind and flood, and both boats, which were moored to the building, were capsized, resulting in the drowning of 16 persons. Surfmen Christian P. Oddershede and Theodore Gust, and the wife and daughter of Keeper Steinhart, were among those who lost their lives. Two of the surviving members of the crew and a young woman who was with the party, all having life preservers, floated about in the waters of the Gulf for 20 hours, finally drifting ashore on Galveston Island, some 25 miles to the eastward of the station.

At the San Luis station, on the west end of Galveston Island, the crew and others also took to the lifeboats in the same manner. Four members of the crew, Surfmen Edward Boetger, W. J. Cochran, Jerome C. Maddox, and Maraus Olsen, perished, following the overturning of their boat which, as in the former case, was caused by the collapse of the station building. The wife of Surfman Krouse, the wife and child of Surfman Boetger, and a camper named Richard Hanson were also drowned. The surviving members of the station crew, badly cut and bruised, reached land 18 or 20 miles distant from the station after drifting in the Gulf for periods varying from 24 to 46 hours.

No loss of life occurred at the Galveston station. On the contrary, it appears that in the early hours of the hurricane the station crew effected the rescue of 18 people, carrying them from the island upon

which the station stood to the city of Galveston. If the crew had remained at the station doubtless some or all of the men would have perished, as the station was swept away by the flood.

At the Velasco station temporary quarters were immediately secured at the Brazos Lighthouse, through the courtesy of the Bureau of Lighthouses, permitting an early resumption of station duties. A new site has been secured near the mouth of the Brazos River which will afford the best obtainable facilities for the work of the Coast Guard. Plans have been prepared for a new station.

At the San Luis station a building was at once erected to provide temporary quarters for the crew. This will serve as a boathouse when the main station building, for which plans have been completed, has been erected. The new buildings will provide better facilities and are designed to afford greater protection against such contingencies in the future.

Temporary quarters were immediately obtained for the keeper and crew of the Galveston station in the immigration station adjoining, through the courtesy of the Bureau of Immigration, enabling that unit of the Coast Guard to continue its operations without serious interruption. Negotiations are in progress having in view the permanent occupancy of this building, which is found to be well suited to the needs of the service.

APPROPRIATIONS AND EXPENDITURES FOR MAINTENANCE OF COAST GUARD.

Statement showing appropriations and expenditures for maintenance of the Coast Guard for fiscal year ending June 30, 1916.

APPROPRIATIONS.

Coast Guard, 1916.—For every expenditure requisite for and incident to the authorized work of the Coast Guard, as follow:

For pay and allowances prescribed by law for commissioned officers, warrant officers, petty officers, and other enlisted men, active and retired, not exceeding 21 cadets and cadet engineers who are hereby authorized, and 1 civilian instructor.....	\$3,759,000.00
For rations or commutation thereof for warrant officers, petty officers, and other enlisted men.....	423,600.00
For 12 clerks to district superintendents, at such rate as the Secretary of the Treasury may determine, not to exceed \$900 each.	10,800.00
For fuel and water for vessels, stations, and houses of refuge.....	277,000.00
For outfits, ship chandlery, and engineers' stores for the same....	308,600.00
For rebuilding and repairing stations and houses of refuge, temporary leases, rent, and improvements of property for Coast Guard purposes, including use of additional land where necessary.....	157,400.00
For actual traveling expenses or mileage, in the discretion of the Secretary of the Treasury, for officers, and actual traveling expenses for other persons traveling on duty under orders from the Treasury Department.....	36,500.00
For carrying out the provisions of sections 7 and 8 of the act approved May 4, 1882.....	50,000.00
For draft animals and their maintenance.....	18,500.00
For telephone lines and care of the same.....	12,500.00
For compensation for special services.....	64,000.00
For contingent expenses, including supplies and provisions for houses of refuge and for shipwrecked persons succored by the Coast Guard, wharfage, towage, freight, storage, repairs to station apparatus, advertising, surveys, medals, stationery, labor, newspapers and periodicals for statistical purposes, and all other necessary expenses which are not included under any other heading.....	50,000.00
In all, for the Coast Guard.....	5,167,900.00

DEFICIENCY APPROPRIATION, COAST GUARD.

To supply a deficiency in the appropriation for the Coast Guard, 1916, contingent expenses.....	\$8, 593. 86
Total for maintenance Coast Guard.....	5, 176, 493. 86
Repairs to Coast Guard cutters, 1916: For repairs to Coast Guard cutters.....	175, 000. 00
Repairing and rebuilding Coast Guard stations, Gulf of Mexico, 1916 and 1917: Urgent deficiency act, February 28, 1916: "For construction and repair work made urgently necessary, owing to the destruction of the Galveston, San Luis, and Velasco Coast Guard stations by a hurricane in August, 1915, \$67,147.20, to continue available during the fiscal year 1917".....	67, 147. 20

NEW CONSTRUCTION.

Cutters.—Construction of two revenue cutters: Original appropriation, act August 1, 1914: Toward the construction of two revenue cutters authorized by the act approved June 24, 1914, entitled "An act to provide for the construction of two revenue cutters," \$165,000; and authority is hereby given to contract for the construction of said revenue cutters within the limit of cost heretofore fixed for each of them.....	165, 000. 00
Additional appropriation, act March 3, 1915: For the completion of two revenue (Coast Guard) cutters, authorized by the act approved June 24, 1914, and within their respective limits of cost, to be immediately available.....	310, 000. 00
Total appropriation.....	475, 000. 00

Stations.—Establishing Coast Guard stations: Balance on hand July 1, 1915.....	42, 267. 53
No appropriation for fiscal year 1916.	

EXPENDITURES, COAST GUARD, 1916.

Pay and allowances:	
Commissioned officers—	
Pay active list (including cadets and instructor).....	\$667, 699. 81
Pay retired list.....	192, 343. 19
Commutation for quarters.....	26, 969. 80
Heat and light.....	5, 257. 70
	\$892, 270. 50
Warrant officers and enlisted men—	
Pay active list.....	2, 555, 147. 87
Pay retired list.....	143, 991. 89
Commutation for quarters.....	1, 616. 34
Clothing allowance.....	101, 230. 00
	2, 801, 986. 10
	\$3, 694, 256. 60
Rations:	
Commuted.....	261, 144. 60
In kind.....	162, 402. 43
	423, 547. 03
Clerks to district superintendents.....	10, 759. 16
Fuel and water:	
Coal.....	
Fuel oil.....	
Wood.....	
Water.....	
	258, 903. 78
Outfits, ship chandlery, etc.....	306, 803. 53
Rebuilding and repairing stations, etc.:	
Rebuilding and repairing.....	134, 739. 47
Temporary leases, etc.....	18, 991. 31
Rental submarine signal apparatus.....	1, 163. 70
	154, 894. 48

Travel.....	\$34,856.34
Provisions act May 4, 1882 (disability claims).....	11,240.15
Draft animals and their maintenance.....	18,323.67
Telephone lines.....	12,478.01
Special services: Pay of civilian employees in the field, including caretakers of stations where necessary	61,690.75
Contingent expenses:	
Advertising.....	\$646.19
Burial of seamen.....	180.00
Communication service.....	11,609.64
Courts, etc	941.43
Furnishing of light, heat, power, etc.....	912.84
Labor.....	2,861.83
Medals.....	986.83
Newspapers and periodicals.....	283.28
Pilotage.....	264.80
Stationery.....	2,600.00
Subsistence and support of persons.....	435.79
Repairs to station apparatus.....	17,813.41
Transportation of things.....	16,141.40
Miscellaneous.....	785.83
	—————
	56,463.27

Total expenditures.....	5,044,217.77
Unexpended balance.....	132,276.09

Amount of appropriations.....	5,176,493.86
Repairs to Coast Guard cutters.....	171,424.34
Unexpended balance.....	3,575.66

Amount of appropriation.....	175,000.00
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Repairing and rebuilding Coast Guard Stations, Gulf of Mexico, 1916 and 1917:	
Amount of appropriation.....	67,147.20
Expended.....	69.23
Unexpended balance, June 30, 1916.....	67,077.97

NEW CONSTRUCTION.

Construction of two revenue cutters:	
Total cost, No. 26, <i>Ossipee</i>	222,085.50
Total cost, No. 27, <i>Tallapoosa</i>	239,144.19
Total expenditure.....	461,229.69
Unexpended balance.....	13,770.31
Amount of appropriation.....	475,000.00

Establishing Coast Guard stations:	
Balance July 1, 1915.....	42,267.53
Expended.....	560.28
Unexpended balance June 30, 1916.....	41,707.25

ADMINISTRATIVE MEASURES.

REORGANIZATION.

During the past year the organization of the Coast Guard, as contemplated by the act of January 28, 1915, was completed and a comprehensive set of regulations to govern this new branch of the public service has been promulgated. Coincident with the completion of the organization, and as required by section 2 of the act

named, Mr. Sumner I. Kimball, the general superintendent of the former Life-Saving Service, was placed on the retired list at three-quarters pay, and the offices of general superintendent and assistant general superintendent have been discontinued.

The committee representing the Navy and the Coast Guard, which was appointed for the purpose of making recommendations concerning such interdepartmental regulations and arrangements as might be necessary to make the Coast Guard most effective as an adjunct to the Navy for the national defense, as contemplated by law, completed its labors and submitted its report. The recommendations of the committee were approved by the Secretaries of the Treasury and Navy, and under date of May 2, 1916, an Executive order was issued defining the status of the Coast Guard when operating as a part of the Navy; such portions of its recommendations as contemplated additional legislation were submitted to the Congress for its action, with the result that the necessary measures are now embodied in the pending naval appropriation bill, with favorable prospects of ultimate enactment.

RETIREMENTS.

Under the several provisions of the Coast Guard act a total of 129 persons have been retired from active service, as follows:

In accordance with the act approved January 28, 1915:

1 general superintendent.

Having reached the age of 64 years:

COMMISSIONED OFFICER.

1 senior captain.

WARRANT OFFICERS.

7 keepers.

PETTY OFFICERS.

3 No. 1 surfmen.

OTHER ENLISTED MEN.

11 surfmen.

For physical disability upon the recommendation of a retiring board:

COMMISSIONED OFFICERS.

1 captain of engineers.
1 first lieutenant.

WARRANT OFFICERS.

7 keepers.
1 boatswain.

PETTY OFFICERS.

1 master at arms.
3 No. 1 surfmen.

OTHER ENLISTED MEN.

20 surfmen.

Having completed more than 30 years' service:

COMMISSIONED OFFICERS.

2 captains.
1 captain of engineers.

WARRANT OFFICERS.

1 master's mate.
26 keepers.
3 machinists.

PETTY OFFICERS.

13 No. 1 surfmen.

OTHER ENLISTED MEN.

26 surfmen.

DISCIPLINE.

During the year 70 general courts and 120 minor courts were convened for the trial of officers and men of the Coast Guard, being a decrease of 44 in number as compared with the previous year. There were brought to trial 5 commissioned officers, 1 warrant officer, and 179 enlisted men, 5 of whom were brought to trial twice during the year. The trials resulted in 6 acquittals, and 182 convictions, 2 cases being uncompleted because of desertion before final action. The reviewing authority disapproved 3 acquittals and 1 conviction, and remitted the sentences in 2 cases. The department has continued the policy of suspending sentence and placing on probation men who have been convicted of desertion and other offenses against discipline (not essentially of a criminal nature), when the sentence imposed involves imprisonment or other serious punishment, and there is a recommendation for clemency, or there appear to be circumstances in extenuation. During the year sentences were suspended and the men put on probation in 30 cases. In each case the officer in responsible charge of the unit was required to submit monthly reports on the conduct of the probationer, and a final report, with recommendation, prior to the expiration of the term of enlistment. Of these 30 cases, 4 sentences were remitted, 4 mitigated, and 11 finally approved; 7 cases have not yet been completed, but the conduct of each probationer is reported good; and in the remaining 4 cases the probationer deserted. During the past year it has been necessary to put into effect sentences involving imprisonment in only 5 instances. Since the probation system was inaugurated in 1910, sentences have been suspended in 101 cases, final action resulting as follows: Honorable discharge 30, ordinary discharge 18, bad conduct discharge 6, dishonorable discharge 21, reduction in rating 1, imprisonment approved 2, deserted 16, uncompleted 7; in 15 cases the disability of desertion has been removed. It is gratifying to note that in very many cases the men have shown an earnest desire to take advantage of the opportunity afforded to regain their former status.

COAST GUARD ACADEMY.

During the year a total of 20 cadets and cadet engineers have been under instruction at the academy at New London, Conn. Three cadet engineers successfully completed the prescribed course and were commissioned third lieutenants of engineers in August, 1915, and the same month seven cadets and two cadet engineers were appointed. Two cadets and one cadet engineer resigned. The annual cruise of the cutter *Itasca* with the cadets covered the period between June 5 and September 30, 1915. The winter term at the academy is devoted to theoretical studies, while the cruise of the *Itasca* affords the opportunity for practical instruction of cadets during the varying conditions of weather at sea in seamanship, navigation, engineering, gunnery, etc. The junior cadets are given actual experience on deck, in the boats, and in the fireroom, while the senior cadets are required to perform, under the immediate supervision of the officers, the actual duties of navigating the vessel and of handling her, both in the engine room and on the bridge. The number of cadets being limited, considerable individual instruction is possible, and there is opportunity to give each cadet extensive practice in

performing important duties, all of which tends to develop confidence and self-reliance, and better prepares them for the responsibilities of commissioned officers.

Competitive examinations were held in June, 1916, to select the new class which will enter the academy in August, and in order to obtain a wide field for competition the examinations were held at the following cities: Boston, New York, Philadelphia, Baltimore, Washington, Norfolk, Savannah, Chicago, Milwaukee, Seattle, and San Francisco. (See recommendation p. 36.)

MEDICAL OFFICERS ON CUTTERS.

The number of cruising cutters to which medical officers of the Public Health Service are regularly assigned has been increased by three, making a total of 10 cutters now provided with surgeons. It is hoped that during the coming fiscal year it will be possible to assign surgeons to all the remaining cutters, for aside from the necessity for the services of a medical officer on each cutter to conserve the health of a crew totaling an average of 70 persons, who are frequently engaged in work involving hazard and exposure, all cruising cutters are frequently called upon for medical or surgical aid by the crews of merchant vessels at sea or in remote places. When a surgeon is available much unnecessary suffering is alleviated among seafaring men along our coasts, and undoubtedly at times seamen's lives are saved through this prompt medical attention.

AVIATION.

In the saving of human life and property from the ravages of the elements, which is one of the principal functions of the Coast Guard, advantage should be taken of all new inventions and methods. Aviation has advanced to such a stage that air craft as now constructed and developed can be used most advantageously in activities of the Coast Guard. When a shipwreck occurs too far from the shore to be reached with the line-throwing gun, and the state of the sea makes it impossible to use the service boats, it is believed possible to carry a line to the wreck by means of an aeroplane, and thereby effect the rescue of persons who might otherwise perish. The finding of derelicts soon after they are first reported is of such vital importance, that their ultimate recovery and removal from the paths of commerce oftentimes depends entirely upon the rapidity with which they are definitely located. The value of aeroplanes in this connection has passed beyond the realm of speculation, and there is now no doubt that the use of air craft will greatly facilitate this important work by the Coast Guard. Anticipating that the Coast Guard must adopt this new method of life-saving as soon as practicable, three junior officers have already been assigned to undergo training at naval aviation and private schools in order to form the nucleus of a force trained for aviation purposes. The desirability of providing aviation stations and equipment for the Coast Guard has been represented to Congress, with the result that authority to undertake this additional function has been incorporated in the pending naval appropriation bill. Aside from the humanitarian possibilities of this proposition, the fact must not be overlooked that aviation facilities provided for the Coast Guard will be a valuable addition to naval aviation equipment in time of war.

REPAIR DEPOT AT ARUNDEL COVE, MD.

In making repairs to cutters, in the construction of small boats, and in the manufacture of awnings, bags, hammocks, and other items of outfit, the requirements of the Coast Guard have grown to such an extent that it has been necessary to increase the facilities of the repair depot at Arundel Cove, Md. With comparatively small expense to the Government this plant has been developed until it reached the stage that its importance demanded it be put in a more efficient condition. From the lack of funds, the power and heating plant of the depot has been extemporized from condemned boilers and other parts of worn-out machinery from the cutters. Naturally as the demands upon such a plant increase, it becomes less economical in operation. Consequently a board was appointed to investigate conditions and submit recommendations for the economizing of the power plant, and also to formulate a comprehensive plan for the gradual expansion of facilities at the depot. As the result of a preliminary report of the board the shops and grounds are now being wired for the introduction of electricity to furnish the light and power necessary to carry on the work of the station. An advantageous contract has been entered into with a local power plant for furnishing sufficient current at a rate that will effect a considerable saving in the annual fuel bill. By a rearrangement of existing buildings a larger and more accessible boat shop has been provided and a much needed storehouse improvised. At the depot during the past fiscal year the extensive repairs to the *Comanche* (formerly the *Windom*) were completed; the rebuilding of the *Algonquin* has proceeded satisfactorily; the repairs to the *Androscoggin* completed; extensive repairs to the *Yamacraw* were begun; and minor repairs were also made to the *Apache*, *Guthrie*, *Wissahickon*, *Pamlico*, *Itasca*, and several smaller craft. The depot has supplied the usual needs of the cutters in the matter of small boats, awnings, etc., and in addition, work has been commenced on a new type of 36-foot power lifeboat for use at the stations. With the additional and improved facilities in contemplation it is expected in the future to be able to manufacture a considerable number of power life and surf boats at this plant.

VESSELS ADD STATIONS.

Construction.—The new station at Mackinac Island, Mich., authorized August 24, 1912, has been completed and put in commission. A site has been secured for the new station at Siuslaw River, Oreg., authorized March 4, 1915, and plans are now in preparation. Considerable difficulty has been encountered in finding an available site that would meet the requirements for the new station at Duxbury Reef, Cal., authorized March 3, 1915. Such a site has now been found and steps are being taken to secure title.

The following stations have been rebuilt or extensively repaired:

Atlantic and Gulf coasts.—The stations at Point of Woods, N. Y., and Cape Fear, N. C., have been rebuilt; at Rockaway, N. Y., and Sandy Hook, N. J., the buildings have been removed to new sites; at Quoddy Head, Me., Damiscove Island, Me., Chatham, Mass., Monomoy, Mass., Fishers Island, N. Y., and Portsmouth, N. C., the

launching facilities have been extensively improved; at San Luis, Tex., a new building has been erected; and at Velasco, Tex., the desired site, upon which to construct new buildings to replace those destroyed in a hurricane, has been secured and plans for rebuilding have been completed.

Pacific coast.—The station at Coos Bay, Oreg., and the boathouse at Fort Point, Cal., have been rebuilt.

Great Lakes.—The stations at Oswego, N. Y., and Milwaukee, Wis., have been rebuilt, and a rock breakwater constructed at Marblehead, Ohio.

Contracts have been awarded or work begun in connection with the following projects: At Plum Island, Mass., Smith Island, Va., Hatteras Inlet, N. C., Cape Lookout, N. C., Point Betsie, Mich., and White River, Mich., new buildings or extensive repairs; at Lewes, Del., Smith Island, Va., Pentwater, Mich., and Plum Island, Wis., improvement of launching facilities.

Equipment.—The old radio installations on the *Bear* and *Yamacraw* have been replaced with modern apparatus. In addition to modern radio sets installed on the new cutters *Ossipee* and *Tallapoosa*, these vessels have been equipped with auxiliary radio sets and small portable radio sets. (See recommendation, p. 33.)

Two 36-foot self-bailing, self-righting motor lifeboats, and 7 self-bailing motor surfboats, have been completed and put into service; 2 lifeboats and 3 surfboats are now building under contract.

Sale of the Thetis.—This cutter, originally a Dundee whaler, was bought by the United States Navy for duty in connection with the Greely relief expedition in 1883. In 1900, after being used as a gunboat by the Navy, was transferred by act of Congress to the Revenue-Cutter Service for duty in Alaskan waters. During the past five years, although frequently repaired and patched up for duty in the waters of the Hawaiian Islands, she finally became so deteriorated, both in hull and machinery, as to be unfit for further use by the Coast Guard. Upon the recommendation of the superintendent of construction and the engineer in chief, orders were issued by headquarters to have her convoyed from her station at Honolulu to San Francisco, Cal., where she was advertised for sale. Proposals for her purchase were opened on May 15, 1916, and satisfactory bids being received, the highest was accepted; the vessel was transferred to the new owners on June 9, 1916, and stricken from the list of Coast Guard cutters.

Discontinuance of New Inlet station.—This station was authorized by act of May 4, 1882, and was originally located about $2\frac{1}{2}$ miles south of Pea Island station and $1\frac{1}{2}$ miles north of the Chicamacomico station, all on the coast of North Carolina. Some years after its establishment, owing to the encroachment of the sea and the formation of sloughs in its vicinity, it became necessary to move the buildings to another site. Later on it had to be again moved. The erosion of the beach finally left the station on a low marshy island surrounded by deep channels, which rendered it practically impossible to maintain efficient patrols. In 1908 the buildings had to be abandoned, and temporary structures erected at a point only 2 miles north of Chicamacomico station. Here the beach is low and at times the patrols can not be maintained. To continue this station would require

new buildings very soon. The Pea Island station will have to be extensively repaired or rebuilt in the near future. By moving the site of the latter station further to the south, arrangements can be made whereby an efficient patrol may be maintained by the Pea Island station, and the Chicamacomico station, to the exclusion of the New Inlet station. It was therefore deemed advisable in the interests of economical administration to abandon the New Inlet station. The Secretary of the Treasury, by virtue of the authority contained in the act approved May 4, 1882, therefore, officially discontinued this station on February 17, 1916, as in the opinions of those in authority the interests of commerce and humanity no longer required its existence and maintenance.

RECOMMENDATIONS.

NEW CUTTERS.

Detroit, Mich.—The *Morrill*, which has headquarters at this port and is assigned to the important duties of patrolling the waters of Lakes Ontario, Erie, St. Clair, and Huron, and rendering aid to vessels in distress, has outlived her usefulness. Built in 1889, she is now 27 years old, and is too antiquated and entirely inadequate in size and power effectively to perform the duties required of a cruising cutter. Since she was constructed the average size of merchant vessels, which she is called upon to assist, has more than doubled. The tonnage of vessels passing by Detroit each year is greater than at any other point in the United States, if not in the world, and a modern and more powerful cutter is urgently needed on this station. It is therefore recommended that Congress be requested to appropriate \$350,000 for the construction of a new cruising cutter to replace the *Morrill*.

Honolulu, Hawaii.—As elsewhere stated in this report, it has been found necessary to condemn and dispose of the old cutter *Thetis*, formerly stationed at Honolulu. This leaves no vessel available for duty in connection with patrolling the waters of the Hawaiian group and the outlying Midway and Laysan Islands of the Pacific. Assistance to vessels in distress in the vicinity of the important shipping center of Honolulu, the enforcement of neutrality and navigation laws, and the other duties of the Coast Guard, should not be neglected, as there is urgent need for an efficient new vessel to carry on this work. It is therefore recommended that Congress be asked for an appropriation of \$400,000 to provide a cutter for replacing the *Thetis*.

Beaufort, N. C.—The vicinity of Cape Hatteras is, as is well known, one of the most dangerous localities in American waters, and a great many vessels annually meet disaster there. It might well be termed the birthplace of derelicts, as 10 years of experience with the systematic destruction of derelicts has shown that the majority of these floating menaces originate within a radius of 50 miles of Hatteras. On the occasion of severe blows there are sometimes from 5 to 10 mishaps to passing vessels within a day or two. Calls for help are sent out broadcast, but can not be answered promptly—sometimes not at all, as the only two available cutters are the *Onondaga*, stationed at Norfolk, Va., and the *Seminole*, with headquarters at Wilmington, N. C. In such times both these vessels have much more

assistance work than they can attend to, and there is urgent need for another vessel in that vicinity. It is therefore recommended that a new cutter be authorized for duty around Cape Hatteras, with headquarters at Beaufort, N. C. This is the closest port to the cape, and prompt assistance can be rendered from that port as a base of operations. It is estimated that an efficient vessel for these duties will cost \$350,000.

RADIO EQUIPMENT.

Owing to lack of funds it has been impossible to install modern radio sets on 10 of the cruising cutters, and these vessels are still equipped with the apparatus originally installed years ago. This apparatus is obsolete and inefficient, and in consequence these vessels are seriously handicapped in the performance of their emergent duties. Notwithstanding the fact that an act of Congress requires the installation of auxiliary radio apparatus on seagoing merchant vessels, nine of the cruising cutters are not so provided, because of the lack of funds. It is recommended that Congress be requested to provide additional appropriations to remedy these serious defects.

TELEPHONE LINES.

For the transmission of information relative to marine disasters and to facilitate the saving of life and property along the seacoast, the Coast Guard owns and maintains approximately 1,500 miles of telephone lines and cables extending along the coasts of the United States. These lines connect Coast Guard stations with each other, and with lookouts, lighthouses, radio stations, and other prominent lookout points along the coast. The lines generally are in poor condition, due to lack of sufficient appropriation to keep them in proper repair. The majority of instruments in use are of an obsolete type and approximately half the lines, including several of the most important sections, are of the grounded type, and on account of induction and other causes, satisfactory service cannot be obtained. In order that calls for assistance may reach stations promptly, the Coast Guard lines should be modernized and connected with lines of commercial companies in the vicinity, and the whole system extended so that all Coast Guard stations and all prominent lighthouses and other points so located as to be advantageous lookout points for disasters at sea, would be connected with a proper system of communication for transmitting such information as may be necessary for the prompt rendering of assistance. The present lines can be put in efficient condition at an estimated cost of \$50,000, which includes \$30,000 for changing the line from Delaware Bay to Chesapeake Bay from a grounded to a metallic circuit, and making the necessary repairs thereto, and \$8,000 for similar work on the line along the North Carolina coast. There are 23 Coast Guard stations situated at isolated points that have no wire connections and the operations of the service are impaired by lack of communication facilities at these points. The estimated cost for the construction of telephone lines for connecting these stations with the nearest commercial telephone or telegraph system is \$85,234. Of this amount \$21,500 is for stations Nos. 7 and 8, located on islands off the coast of Maine, and station No. 14, located off the coast of New Hampshire,

and \$30,000 for extending the present Coast Guard line from Hatteras Inlet, North Carolina, southward along the coast to Beaufort, North Carolina, connecting the four stations located on this desolate and treacherous shore with the naval radio station and the commercial telephone and telegraph system at the latter point.

The importance of telephone connections for lighthouses as well as Coast Guard stations is emphasized, as their location is usually such as to form excellent lookouts for stations and cutters operating in their vicinity. There are on record a number of cases where vessels were wrecked in the vicinity of lighthouses, and the information had to be carried on foot for several miles before it could be transmitted by wire to a source of assistance, as, for example, the wreck of the S. S. *Bear* about 2 miles north of Cape Mendocino light station and the wreck of the Steamer *Shnayak* in the vicinity of Point Sur Light station. These matters are now being studied by an inter-departmental board, which has been appointed by the President to consider the various means of communication now under the control of the several executive departments, and to submit recommendations relative to the extension and improvement of coastal communications.

While the expenditures incident to placing the communication lines of the Coast Guard in efficient condition are fully warranted in the interest of life and property along our coasts in times of peace, the fact must not be overlooked that the necessary funds would be well expended if only for purposes of national defense. The same equipment and trained personnel will be available for instant use as a coastal communication system in time of national emergency. The great length of our sea coast makes it imperative that we, more than any other nation, should be prepared with a highly efficient system of coastal communication, and fortunately the necessary facilities for this purpose are alike of value to the people both in peace and in war.

COMMUTED RATIONS.

The warrant officers and enlisted men of the Coast Guard are subsisted by the Government. On cruising cutters rations in kind are issued to the enlisted men through the medium of the general mess. The warrant officers have a separate mess, and for this mess rations in kind are commuted—each warrant officer receiving a money allowance with which to defray the cost of their subsistence. At Coast Guard stations and on harbor cutters and launches the rations for both enlisted men and warrant officers are commuted. Rations in kind are purchased under contract at the headquarters of the various cruising cutters, and the average cost of the daily ration for one man in the current fiscal year is \$0.475. The average cost of rations for the fiscal years 1916, 1915, 1914, and 1913, was \$0.483, \$0.475, \$0.483, and \$0.432, respectively. Under the law rations are commuted at the rate of \$0.30, and it is clear that, with the food prices prevailing for the past few years, it is utterly impossible for men to be subsisted on an allowance of \$0.30 a day. In addition, the several messes to which commuted rations are issued are composed of a small number of men, usually not exceeding 10, whereas the general mess, to which rations in kind are issued, consists of from 30 to 50 men and it is a fact that it costs more per man to

subsist a small number, than to subsist a large number, because in purchasing food in larger quantities more advantageous unit prices can be secured. The contracts for ration supplies are awarded after wide advertisement and open competition, and as the Government can not purchase the ration for less than \$0.47 it is manifestly unfair to expect some men to subsist themselves on an allowance of \$0.30. The present laws limiting the allowance for a commuted ration to \$0.30 have the effect of practically obliging certain of the warrant officers and enlisted men to themselves defray a portion of the cost of their subsistence, and it is recommended that Congress be requested to increase the allowance for a commuted ration from \$0.30 to \$0.45.

PAY OF ENLISTED MEN.

Many vacancies exist on nearly all the cutters at this time, owing to the greater attraction of larger pay on vessels of the merchant service. On some cutters these vacancies are so numerous as seriously to interfere with the proper performance of the duties assigned them. Section 2754, Revised Statutes; provided that—

The wages of petty officers and seamen of the Revenue-Cutter Service shall not exceed the average wages paid for like services on the Atlantic or Pacific coasts, respectively, in the merchant service.

This statute provided an elasticity in the rates of wages which could be paid, whereby the pay of the enlisted force could be promptly adjusted to the fluctuations in the wages of seafaring men, so as to forestall any great number of vacancies at any time. In 1908, however, in the general advance of wages for the officers and enlisted men of the military services, Congress by the act approved April 16, 1908, provided:

That the pay of the enlisted force of the Revenue Cutter Service shall be increased 20 per cent over the pay that they are now receiving.

This was held by the accounting officers as having the effect of repealing section 2754, Revised Statutes, and therefore the pay of all ratings of the enlisted personnel as fixed by the act of April 16, 1908, is not subject to change by administrative authority. It is those rates which now obtain, and they are in many instances far below the average wages paid for like services by the merchant marine at the present time. Seamen and firemen in the Coast Guard on the Atlantic coast receive, under the law, \$36 and \$38.40 per month, respectively, merchant seamen and firemen on the same coast are paid \$45 and \$50 per month, respectively. From past experiences it is not difficult to predict that, even when the present abnormal conditions have passed, existing rates of pay for seamen in the merchant service will not be greatly reduced. Even with the attractions of allowances for uniform, retired list, etc., it is difficult to enlist men in the Coast Guard at rates considerably below prevailing wages in the merchant service. It is therefore earnestly recommended that Congress be asked to reenact section 2754, Revised Statutes, to the end that it may be possible to again pay the warrant and enlisted personnel of the Coast Guard at rates not exceeding those prevailing in the merchant marine for like services.

COMMISSIONED PERSONNEL.

In the last annual report reference was made to the fact that it was becoming increasingly difficult to obtain young men to fill vacancies in the engineer corps. An examination of applicants for appointment as cadet engineers is held annually. The examination is competitive and open to all young men of good character within the age limits prescribed by law. Every effort has been made to advertise existing vacancies and prospective examinations, but the result of the recent examination in June was even less satisfactory than in the preceding three years. Nine applicants were designated to take the examination; five appeared for examination; three failed physically, one failed to obtain the minimum standard in the written test, one passed and has been appointed. This leaves nine vacancies in the list of third lieutenants of engineers to be provided for out of a total authorized number of 19—approximately one-half. It will readily be seen that if existing conditions continue, and there seems to be no reasonable prospect that they will not, the matter of obtaining the necessary engineer officers will soon reach an acute stage. After most careful consideration of the entire subject there seems to be no better plan to remedy existing conditions than to adopt the amalgamation method which has been in operation in the Navy, and experience has amply demonstrated the advisability of such procedure. It is therefore recommended that Congress be asked for the necessary legislation to combine the line and engineer corps of the Coast Guard along the following general lines:

Combine the several grades of captains of engineers, first lieutenants of engineers, second lieutenants of engineers, and third lieutenants of engineers with the corresponding grades of the line, the combined grade in each instance to have the total number of officers now authorized for the corresponding two grades. Provision to be made that neither former line officers nor former engineer officers in the combination are to lose any rights of promotion which they now possess. Former engineer officers of the grade of captain and first lieutenant to be continued to be assigned to engineering duties. All officers of the grade of second and third lieutenant to hereafter perform either deck or engineering duty when properly qualified for the duties of the corps for which they were not originally commissioned. Abolish the position of cadet engineer and appoint only cadets, to be instructed at the Academy in both deck and engineering duties. Make provision for a sufficient number of officers above the grade of second lieutenant to specialize in engineering along lines similar to the provisions of the naval appropriation act of August 29, 1916.

With the enactment of legislation as above outlined, it is confidently believed that there will be no difficulty in filling all vacancies promptly, and that the efficiency of the service will be greatly enhanced. The former line and engineer officers will constitute one single corps and the junior officers will receive education and experience in all the duties required of a commissioned officer, thus allowing an interchangeability of duties which is found so necessary in an emergency service such as the Coast Guard.

CLERICAL FORCE.

The Coast Guard act provides longevity pay and retirement for the entire warrant and enlisted personnel. Longevity pay and retirement for 30 years' service depend upon length of service not only in the Coast Guard, but also in the Army, Navy, and Marine Corps, retirement for disability depends upon whether such disability is incident to service. Both these features of the law necessitate keeping an accurate record of the service and medical history of 4,300 officers and men. This requires a very considerable amount of clerical work in the personnel section which was not necessary in either the former Revenue-Cutter Service or Life-Saving Service. In the former Life-Saving Service there were 6 rates of pay among the superintendents, keepers, and surfmen; under the Coast Guard act these men were transferred from the Life-Saving Service to the Coast Guard with 28 different rates of pay. There was but one appropriation for the maintenance of the former Revenue-Cutter Service and three appropriations for the maintenance of the former Life-Saving Service. The appropriation for the maintenance of the Coast Guard is in one sum, but this sum includes 12 subheads, and for administrative purposes the accounts of the Coast Guard are kept in accordance with these subheads. The great increase in the number of rates of pay and in the number of accounts involves a considerable increase in the work of the accounting section. This increased labor falling upon the sections of personnel and accounts has been relieved in part by the transfer of two clerks from the supply section, made possible by simplifying the purchase of supplies, but notwithstanding this assistance two additional clerks for the section of accounts and one additional clerk for the section of personnel are urgently needed in order to keep up with the current work of the office. The Captain Commandant is now required to perform the duties which formerly devolved upon the General Superintendent of the Life-Saving Service and the Commandant of the Revenue-Cutter Service acting separately, and is much in need of assistance in disposing of the many details to which he must necessarily give his personal attention. Under present conditions he must rely, for this assistance, upon the services of the various clerks needed elsewhere for the regular work of the office. This is most unsatisfactory for not only is much of his own time wasted, but the clerk who is needed in another section is taken from his regular duties, thus seriously interfering with the work of his section. There is no other bureau of like importance in the Government, in which the head of the office is not provided with a private secretary, and it is therefore recommended that an additional clerk be authorized for this purpose.

FUNCTIONS, DUTIES, AND ORGANIZATION OF THE UNITED STATES COAST GUARD

FUNCTIONS, DUTIES, AND ORGANIZATION OF THE UNITED STATES COAST GUARD.

FUNCTIONS AND DUTIES.

The Coast Guard was created by the act of Congress approved January 28, 1915, which provided—

That there shall be established in lieu of the existing Revenue-Cutter Service and the Life-Saving Service, to be composed of those two existing organizations, with the existing offices and positions and the incumbent officers and men of those two services, the Coast Guard, which shall constitute a part of the military forces of the United States and which shall operate under the Treasury Department in time of peace and operate as a part of the Navy, subject to the orders of the Secretary of the Navy, in time of war or when the President shall so direct. When subject to the Secretary of the Navy in time of war the expense of the Coast Guard shall be paid by the Navy Department: *Provided*, That no provision of this act shall be construed as giving any officer of either the Coast Guard or the Navy, military or other control at any time over any vessel, officer, or man of the other service except by direction of the President.

SEC. 2. * * * All duties now performed by the Revenue-Cutter Service and Life-Saving Service shall continue to be performed by the Coast Guard, and all such duties, together with all duties that may hereafter be imposed upon the Coast Guard, shall be administered by the captain commandant, under the direction of the Secretary of the Treasury.

The Revenue-Cutter Service was originally established in 1790, at the second session of the First Congress, upon the recommendation of the first Secretary of the Treasury, as the result of the need for the services of a coast patrol for the enforcement of the customs laws and an organized armed force for the protection of the seacoast, there being at that time no Naval Establishment. By evolutionary processes coincident with the steady growth of the Nation, additional duties were successively added to this service to meet the ever-increasing demands of the maritime interests in so far as they were connected with governmental functions, so that at the time of the passage of the act above noted the Revenue-Cutter Service had become essentially an emergency service, specializing in the performance of governmental maritime duties.

The Life-Saving Service was not the creation of a single legislative act, but the result of a series of enactments dating back to 1848—for many years desultory and fragmentary—which had in view the preservation of life and property from shipwreck on the coast. In 1871 a definite life-saving system was inaugurated and administered in conjunction with the Revenue-Cutter Service until June 18, 1878, when, as a consequence of the development and growth of the work and of its importance to commerce and humanity, Congress established the Life-Saving Service as a separate organization.

As the Life-Saving Service was maintained for the purpose of saving life and property along the coast, and as one of the principal functions of the Revenue-Cutter Service in time of peace was to

perform similar duties on the seas, the two services necessarily co-operated with and supplemented each other to a considerable extent in this work of conservation, and it became apparent to the Secretary of the Treasury that closer coordination and increased efficiency would result from the union of both services in one organization. The matter was accordingly presented to Congress with strong recommendations for the enactment of the necessary legislation, and the deliberations of that body resulted in the Coast Guard act of January 28, 1915.

It is interesting to note that the formation of the Coast Guard presents the somewhat unusual feature of an offshoot of an older service of the Government being developed independently, and finally with its parent organization merged into a new branch of Federal activity, which, while preserving the primary object of conservation of life and property, is capable, by means of its broader foundation, of expanding its sphere of usefulness along both civil and military lines in all maritime functions connected with the Government.

In general, the duties of the Coast Guard may be classified as follows:

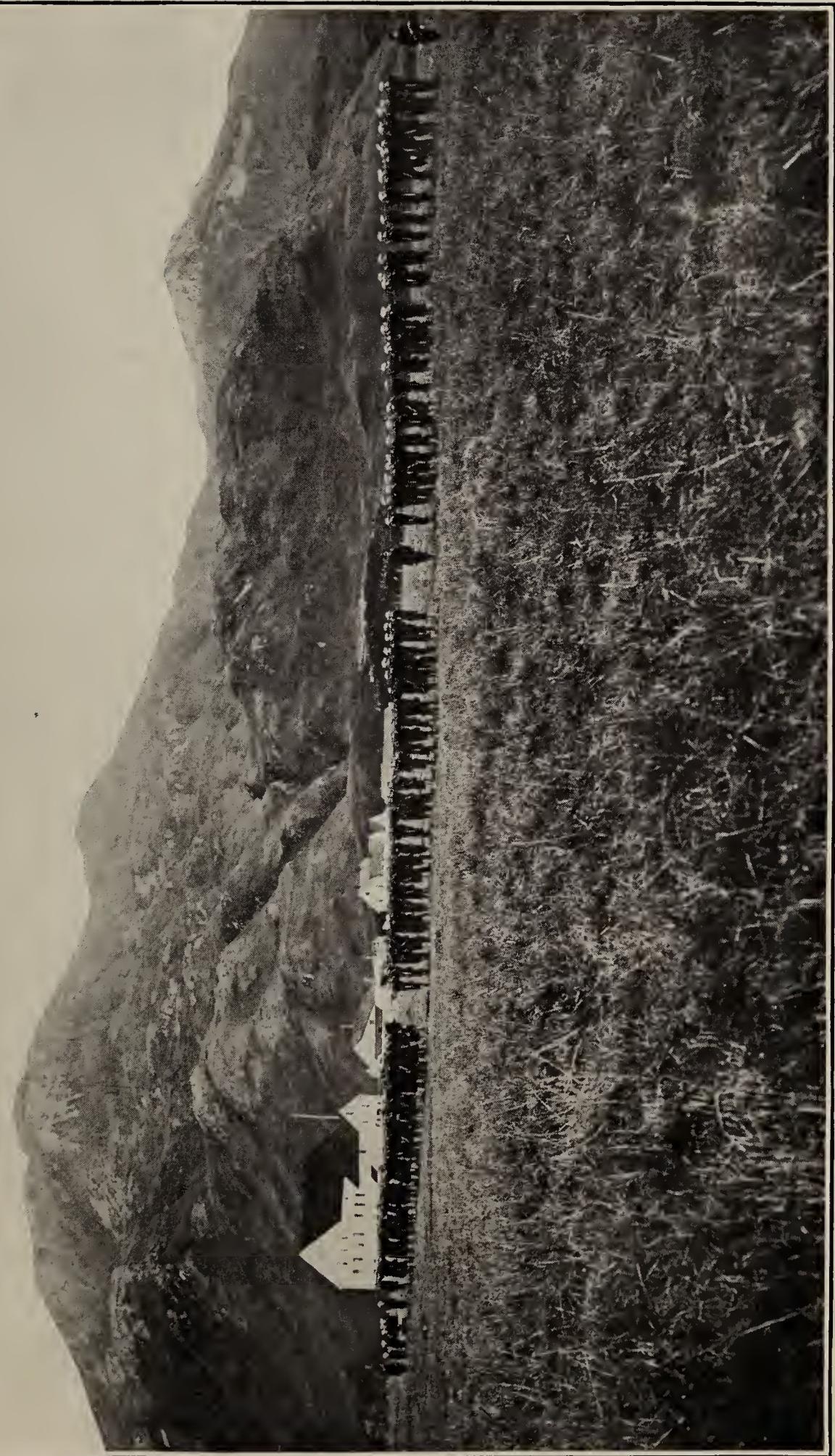
1. Rendering assistance to vessels in distress and saving life and property.
2. Destruction or removal of wrecks, derelicts, and other floating dangers to navigation.
3. Extending medical aid to United States vessels engaged in deep-sea fisheries.
4. Protection of the customs revenue.
5. Operating as a part of the Navy in time of war or when the President shall direct.
6. Enforcement of law and regulations governing anchorage of vessels in navigable waters.
7. Enforcement of law relating to quarantine and neutrality.
8. Suppression of mutinies on merchant vessels.
9. Enforcement of navigation and other laws governing merchant vessels and motor boats.
10. Enforcement of law to provide for safety of life on navigable waters during regattas and marine parades.
11. Protection of game and the seal and other fisheries in Alaska, etc.
12. Enforcement of sponge-fishing law.
13. International ice patrol of the Grand Banks.

While the foregoing represent the principal duties, it is impossible to enumerate all the tasks that fall to this service, for it is essentially an emergency service, and it seems to be generally recognized that all the great departments of the Government should call upon the Coast Guard for any special work of a maritime nature for which no vessels are especially maintained.

During all periods of the year, and at such times as least to interfere with the emergent duties of a civil nature, a rigid system of military discipline and training is maintained to fit the personnel for the duty of operating as a part of the Navy at any time, as the law requires. This function of the Coast Guard has always been of value, since in all wars to which the United States has been a party the Government has had at hand an auxiliary force, properly disciplined and trained, ready to become a part of the regular naval forces as occasion required.

ORGANIZATION.

The Coast Guard occupies a peculiar position among other branches of the Government, and necessarily so from the dual character of its work, which is both civil and military. Its organization, therefore,



CREWS OF BERING SEA PATROL FLEET DRILLING AT UNALASKA.

must be such as will best adapt it to the performance of both classes of duties, and as a civil organization would not suffice for the performance of military functions, the organization of the service must be and is by law military. More than 120 years of practical experience has demonstrated that it is by means of military drills, training, and discipline that the service is enabled to maintain that state of preparedness necessary for the prompt performance of its most important civil duties, which, as has been stated, are largely of an emergent character.

The organization of the service is as follows:

1. The Secretary of the Treasury.
2. Assistant Secretary of the Treasury. (Having supervision.)
3. Captain Commandant, who is charged with the administration of the service. His office is at Washington.
 - A. General administration. The office of the Captain Commandant (Headquarters) is subdivided as follows:
 - I. Division of Operations.
 - a. Section of Personnel and Operations.
 - b. Section of Ordnance and Communication.
 - c. Section of Law.
 - d. Section of Statistics.
 - II. Division of Matériel.
 - a. Section of Supplies.
 - b. Section of Accounts.
 - c. Section of Mail and Files.
 - III. Division of Construction and Repair.
 - IV. Division of Engineering.
 - V. Division of Inspection.
 - B. Field service.
 - I. Northern Division, Pacific coast. The division commander, who is stationed at Seattle, Wash., directs the movements of, and is responsible for, the efficiency of the vessels of his division. The following vessels form this division:

Name.	Headquarters.	Cruising limits.
Manning.....	Astoria, Oreg.....	General cruising on Pacific, north of Cape Blanco, Oreg.
Unalga.....	Seattle, Wash.....	Do.
Snohomish.....	Neah Bay, Wash.....	Vicinity of Cape Flattery, Wash.
Arcata.....	Port Townsend, Wash.....	Puget Sound.
Guard.....	Friday Harbor, Wash.....	Do.
Scout.....	Seattle, Wash.....	Do.

- II. Southern Division, Pacific coast. The division commander is stationed at San Francisco, Cal.

Name.	Headquarters.	Cruising limits.
McCulloch.....	San Francisco, Cal....	General cruising on Pacific, south of Cape Blanco, Oreg.
Bear.....	San Diego, Cal.....	Do.
Golden Gate.....	San Francisco, Cal.....	Boarding duty for customs.
Hartley.....	do.....	Do.

- III. Bering Sea Fleet. Composed of vessels detailed from the northern and southern divisions from May to October each year. The fleet commander is stationed at Unalaska, Alaska.

1. The Secretary of the Treasury—Continued.

2. Assistant Secretary of the Treasury—Continued.

3. Captain Commandant—Continued.

B. Field service—Continued.

IV. Eastern Division. The division commander is stationed at Boston, Mass.

Name.	Headquarters.	Cruising limits.
Ossipee.....	Portland, Me.....	From Easport, Me., to Cape Ann, Mass.
Androscoggin.....	Boston, Mass.....	Eastern fishing banks. Carries medical aid to deep-sea fishermen.
Gresham.....	do.....	From Portsmouth, N. H., to Nantucket Shoals Lightship.
Winnisimmet.....	do.....	Boarding duty for customs.
Acushnet.....	Woods Hole, Mass.....	Buzzards Bay, Nantucket Shoals, and adjacent waters.

V. New York Division. The division commander¹ is stationed at New York, N. Y.

Name.	Headquarters.	Cruising limits.
Seneca.....	New York, N. Y.....	Derelict destroyer for Atlantic coast.
Mohawk.....	do.....	From Gay Head, Mass., to Delaware Breakwater.
Manhattan.....	do.....	Anchorage patrol in New York Bay and Harbor.
Guide.....	do.....	Do.
Hudson.....	do.....	Boarding duty for customs.
Calumet.....	do.....	Do.

¹ This officer is also supervisor of anchorages for New York and vicinity.

VI. Independent vessels. The other vessels of the service are stationed as follows: The commanding officer of each vessel is responsible for the efficiency of his command. The movement of these vessels and the inspection of the same is directed by Headquarters.

Name.	Headquarters.	Cruising limits.
Onondaga.....	Norfolk, Va.....	Great Egg Harbor, N. J., to Cape Hatteras.
Guthrie.....	Philadelphia, Pa.....	Boarding duty for customs.
Apache.....	Baltimore, Md.....	Chesapeake Bay and tributaries.
Wissahickon.....	do.....	Boarding duty for customs.
Pamlico.....	Newbern, N. C.....	Pamlico and Albemarle Sounds.
Seminole.....	Wilmington, N. C.....	Cape Hatteras to Charleston, S. C.
Yamacraw.....	Savannah, Ga.....	Cape Romain to Cape Canaveral.
Tybee.....	do.....	Boarding duty for customs.
Tampa.....	Key West, Fla.....	Fernandina, Fla., to Tampa, Fla., and Gulf of Mexico.
Algonquin.....	S. Baltimore, Md.....	Out of commission.
Penrose.....	Pensacola, Fla.....	Boarding duty for customs.
Alert.....	Mobile, Ala.....	Do.
Tallapoosa.....	do.....	Mouth of the Mississippi River to Port Tampa, Fla.
Davey.....	New Orleans, La.....	Boarding duty for customs.
Comanche.....	Galveston, Tex.....	From New Orleans, La., to the mouth of the Rio Grande.
Morrill.....	Detroit, Mich.....	Lakes Huron, St. Clair, and Erie.
Tuscarora.....	Milwaukee, Wis.....	Lake Michigan and Lake Superior.
Itasca.....	Coast Guard Depot, S. Baltimore, Md.	Relief vessel and practice ship for cadets.
Mackinac ¹	Sault Ste. Marie, Mich.	St. Marys River.

¹ And 3 launches. (In charge of an officer stationed at Sault Ste. Marie, who is charged with the enforcement of laws regulating the anchorage of vessels and the movement of traffic in the "Soo Canal" and St. Marys River, Great Lakes.)

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury—Continued.
3. Captain Commandant—Continued.

B. Field service—Continued.

VII. First District. Coasts of Maine and New Hampshire. In charge of a district superintendent stationed at Portsmouth, N. H., who is responsible for the efficiency of the stations in his district.

Official designation of station.	Former designation of station.	Location.	Post-office address.
1	Quoddy Head...	Carrying Point Cove.....	South Lubec, Me.
2	Cross Island.....	Off Machiasport.....	Bucks Harbor, Me.
3	.....	.....	.....
4	Great Wass Island.	Off Jonesport.....	Jonesport, Me.
5	Cranberry Islands.	Little Cranberry Island, off Mount Desert.	Islesford, Me.
6	White Head.....	On southwest end White Head Island.	Sprucehead, Me.
7	Burnt Island.....	Off mouth St. Georges River.	Port Clyde, Me.
8	Damiscove Island.	On west shore of Damiscove Harbor.	Boothbay Harbor, Me.
9	Hunniwells Beach.	On west side mouth of Kennebec River.	Popham Beach, Me.
10	Cape Elizabeth..	Near the Lights.....	Box 50, R. D. No. 6, South Portland, Me.
11	Fletchers Neck..	Biddeford Pool, Fletchers Neck.	Biddeford Pool, Me.
12	Portsmouth Harbor.	Wood Island, Portsmouth Harbor.	Newcastle, N. H.
13	Wallis Sands....	1½ miles south of Odiornes Point.	Box 48, R. D. No. 2, Portsmouth, N. H.
14	Isles of Shoals...	On Appledore Island.....	Portsmouth, N. H.
15	Rye Beach.....	North end of Rye Beach....	Box 133, R. D. No. 2, Portsmouth, N. H.
16	Hampton Beach.	1½ miles north of Great Boars Head.	Hampton, N. H.

VIII. Second District. Coast of Massachusetts. In charge of a district superintendent stationed at Provincetown, Mass.

Official designation of station.	Former designation of station.	Location.	Post-office address.
19	Salisbury Beach.	½ mile south of State line....	Salisbury, Mass.
20	Newburyport....	North end of Plum Island, mouth of Merrimac River.	Newburyport, Mass.
21	Plum Island.....	On Plum Island, 2½ miles from south end.	Do.
22	Straitsmouth....	½ mile west of Straitsmouth light.	Rockport, Mass.
23	Gloucester.....	Old House cove, westerly side of harbor, 1½ miles from town.	Gloucester, Mass.
24	Nahant.....	On the neck, close to Nahant.	Nahant, Mass.
25	City Point.....	Floating station in Dorchester Bay, Boston Harbor.	South Boston, Boston, Mass.
26	Point Allerton...	1 mile west of Point Allerton.	Hull, Mass.
27	North Scituate..	2½ miles south of Minots Ledge light.	Minot, Mass.
28	Fourth Cliff.....	South end of Fourth Cliff, Scituate.	Humarock, Mass.
29	Brant Rock.....	On Green Harbor Point....	Brant Rock, Mass.
30	Gurnet.....	4½ miles northeast of Plymouth.	Plymouth, Mass.
31	Manomet Point..	6½ miles southeast of Plymouth.	Manomet, Mass.
32	Wood End.....	½ mile east of light.....	Provincetown, Mass.
33	Race Point.....	1½ miles northeast of Race Point light.	Do.
34	Peaked Hill Bars	2½ miles northeast of Provincetown.	Do.

1. The Secretary of the Treasury—Continued.
 2. Assistant Secretary of the Treasury—Continued.
 3. Captain Commandant—Continued.
- B. Field service—Continued.

VIII. Second District—Continued.

Official designation of station.	Former designation of station.	Location.	Post-office address.
35	High Head.....	3½ miles northwest of Cape Cod light.	Provincetown, Mass.
36	Highland.....	¾ mile northwest of Cape Cod light.	North Truro, Mass.
37	Pamet River....	3½ miles south of Cape Cod light.	Truro, Mass.
38	Cahoons Hollow.	2½ miles east of Wellfleet....	Wellfleet, Mass.
39	Nauset.....	1½ miles south of Nauset lights.	Eastham, Mass.
40	Orleans.....	Abreast of Ponchet Island...	East Orleans, Mass.
41	Old Harbor.....	½ mile north of Chatham Inlet.	North Chatham, Mass
42	Chatham.....	1¼ miles south-southwest of Chatham lights.	Chatham, Mass.
43	Monomoy.....	2½ miles north of Monomoy light.	Do.
44	Monomoy Point.	¾ mile southwest of Monomoy light.	Do.
45	Coskata.....	2½ miles south of Nantucket (Great Point) light.	Nantucket, Mass.
46	Surfside.....	2½ miles south of the town of Nantucket.	Do.
47	Maddaket.....	6 miles west of Surfside.....	Do.
48	Muskeget.....	Near west end of Muskeget Island.	Do.
49	Gay Head.....	Near light.....	Gay Head, Mass.
50	Cuttyhunk.....	Near east end of Cuttyhunk Island.	Cuttyhunk, Mass.

IX. Third District. Coasts of Rhode Island and Fishers Island, N. Y. In charge of a district superintendent stationed at Wakefield, R. I.

Official designation of station.	Former designation of station.	Location.	Post-office address.
53	Brenton Point...	On Prices Neck.....	Newport, R. I.
54	Narragansett Pier.	Northern part of town.....	Narragansett Pier, R. I.
55	Point Judith....	Near light.....	R. D. No. 1, Narragansett Pier, R. I.
56	Green Hill.....	6 miles west of Point Judith light.	R. D. No. 1, Wakefield, R. I.
57	Quonochontaug .	7½ miles east of Watch Hill light.	Quonochontaug, R. I.
58	Watch Hill.....	Near light.....	Watch Hill, R. I.
59	Fishers Island...	West shore of East Harbor.	Box 628, Stonington, Conn.
60	Sandy Point.....	Block Island, north side, near light.	Block Island, R. I.
61	New Shoreham..	Block Island, east side, near landing.	Do.
62	Block Island.....	Block Island, west side, near Dickens Point.	Do.

1. The Secretary of the Treasury—Continued.

2. Assistant Secretary of the Treasury—Continued.

3. Captain Commandant—Continued.

B. Field service—Continued.

X. Fourth District. Coast of Long Island, N. Y. In charge of a district superintendent stationed at Bay Shore, N. Y.

Official designation of station.	Former designation of station.	Location.	Post-office address.
65	Ditch Plain.....	3½ miles southwest of Montauk light.	Montauk, N. Y.
66	Hither Plain.....	½ mile south of Ford Pond...	Do.
67	Napeague.....	Abreast of Napeague Harbor.	Amagansett, N. Y.
68	Amagansett.....	Abreast of the village.....	Do.
69	Georgica.....	1 mile south of village of East Hampton.	East Hampton, N. Y.
70	Mecox.....	2 miles south of the village of Bridgehampton.	Bridgehampton, N. Y.
71	Southampton.....	¾ mile south of the village...	Southampton, N. Y.
72	Shinnecock.....	2 miles east-southeast of Shinnecock light.	Good Ground, N. Y.
73	Tiana.....	2 miles southwest of Shinnecock light.	East Quogue, N. Y.
74	Quogue.....	½ mile south of the village...	Quogue, N. Y.
75	Potunk.....	1½ miles southwest of Potunk village.	West Hampton Beach, N. Y.
76	Moriches.....	2½ miles southwest of Speonk village.	Eastport, N. Y.
77	Forge River.....	3½ miles south of Moriches...	Center Moriches, N. Y.
78	Smiths Point.....	Abreast of the point.....	Moriches, N. Y.
79	Bellport.....	4 miles south of the village..	Bellport, N. Y.
80	Blue Point.....	4½ miles south of Patchogue.	Patchogue, N. Y.
81	Lone Hill.....	8 miles east of Fire Island light.	Sayville, N. Y.
82	Point of Woods..	4 miles east of Fire Island light.	Bay Shore, N. Y.
83	Fire Island.....	½ mile west of Fire Island light.	Do.
84	Oak Island.....	East end of Oak Island.....	Babylon, N. Y.
85	Gilgo.....	West end of Oak Island.....	Amityville, N. Y.
86	Jones Beach.....	East end of Jones Beach.....	Do.
87	Zachs Inlet.....	West end of Jones Beach....	Do.
88	Short Beach.....	½ mile east of Jones Inlet....	Freeport, N. Y.
89	Point Lookout..	2 miles west of New Inlet....	Do.
90	Long Beach.....	Near west end of Long Beach	Long Beach, N. Y.
91	Rockaway.....	Near the village of Rockaway.	Arverne, N. Y.
92	Rockaway Point	West end of Rockaway Beach.	Rockaway Beach, N. Y.
93	.....	.....	.....
94	Eatons Neck.....	East side entrance to Huntington Bay, Long Island Sound.	Northport, N. Y.
95	Rocky Point....	Near Rocky Point, Long Island Sound, about 4 miles northerly from Greenport.	East Marion, N. Y.

XI. Fifth District. Coast of New Jersey. In charge of a district superintendent stationed at Asbury Park, N. J.

Official designation of station.	Former designation of station.	Location.	Post-office address.
97	Sandy Hook.....	On Bay side ½ mile south of point of Hook.	Fort Hancock, N. J.
98	Spermaceti Cove.	2½ miles south of Sandy Hook light.	Highlands, N. J.
99	Seabright.....	About a mile south of Navesink light.	Sea Bright, N. J.
100	Monmouth Beach.	About a mile south of Sea Bright.	North Longbranch, N. J.
101	Long Branch....	Greens Pond.....	Westend, N. J.
102	Deal.....	Asbury Park.....	Asbury Park, N. J.

1. The Secretary of the Treasury—Continued.
 2. Assistant Secretary of the Treasury—Continued.
 3. Captain Commandant—Continued.
 - B. Field service—Continued.
- XI. Fifth district—Continued.

Official designation of station.	Former designation of station.	Location.	Post-office address.
103	Shark River.....	Near the mouth of Shark River.	Avon by the Sea, N. J.
104	Spring Lake.....	2½ miles south of Shark River.	Spring Lake Beach, N. J.
105	Squan Beach.....	1 mile southeast of Squan village.	Manasquan, N. J.
106	Bayhead.....	At the head of Barnegat Bay.	Bayhead, N. J.
107	Mantoloking.....	2½ miles south of head of Barnegat Bay.	Mantoloking, N. J.
108	Chadwick.....	5 miles south of head of Barnegat Bay.	Lavallette, N. J. ¹
109	Toms River.....	On the beach abreast mouth Toms River.	Seaside Park, N. J.
110	Island Beach.....	1½ miles south of Seaside Park.	Do.
111	Cedar Creek.....	5½ miles north of Barnegat Inlet.	Do.
112	Forked River.....	2 miles north of Barnegat Inlet.	Do.
113	Barnegat.....	South side of Barnegat Inlet.	Barnegat City, N. J.
114	Loveladies Island.	2½ miles south of Barnegat Inlet.	High Point, N. J.
115	Harvey Cedars...	5½ miles south of Barnegat Inlet.	Do.
116	Ship Bottom....	Midway of Long Beach.....	Ship Bottom, N. J.
117	Long Beach.....	1½ miles north of Beach-haven.	Beach Haven Terrace, N. J.
118	Bonds.....	2½ miles south of Beach-haven.	Beachhaven, N. J.
119	Little Egg.....	Near the light north of Inlet.	Do.
120	Little Beach.....	South side of Little Egg Inlet.	Brigantine, N. J.
121	Brigantine.....	5½ miles north of Absecon light.	Do.
122	South Brigantine.	3½ miles north of Absecon light.	Do.
123	Atlantic City....	At Absecon light.....	Atlantic City, N. J.
124	Absecon.....	2½ miles south of Absecon light.	Do.
125	Great Egg.....	6¾ miles south of Absecon light.	Longport, N. J.
126	Ocean City.....	South side of Great Egg Inlet.	Ocean City, N. J.
127	Pecks Beach.....	3½ miles north of Corson Inlet.	Do.
128	Corson Inlet.....	Near the Inlet, north side....	Do.
129	Sea Isle City....	3½ miles north of Townsend Inlet.	Sea Isle City, N. J.
130	Townsend Inlet..	Near the Inlet, north side...	Townsend Inlet, Cape May County, N. J.
131	Avalon.....	3¾ miles southwest from Ludlam Beach light.	Avalon, N. J.
132	Stone Harbor....	2½ miles northeast from Hereford Inlet light.	Stoneharbor, N. J.
133	Hereford Inlet...	Near Hereford light.....	Anglesea, N. J.
134	Holly Beach.....	6 miles northeast of Cape May City.	Wildwood, N. J.
135	Two Mile Beach.	4 miles northeast of Cape May City.	Cape May City, N. J.
136	Cold Spring.....	½ mile east of Cape May City.	Cape May, N. J.
137	Cape May	Near the light.....	Do.

¹ Chadwick, N. J., in summer.

1. The Secretary of the Treasury—Continued.
 2. Assistant Secretary of the Treasury—Continued.
 3. Captain Commandant—Continued.
- B. Field service—Continued.

XII. Sixth District. Coast between Delaware and Chesapeake Bays. In charge of a district superintendent stationed at Lewes, Del.

Official designation of station.	Former designation of station.	Location.	Post-office address.
139	Lewes.....	2 miles west from Cape Henlopen light.	Lewes, Del.
140	Cape Henlopen..	$\frac{7}{8}$ mile south of Cape Henlopen light.	Do.
141	Rehoboth Beach	Opposite north end of Rehoboth Bay.	Rehoboth Beach, Del.
142	Indian River Inlet.	North of Inlet.....	Do.
143	Bethany Beach ..	$7\frac{1}{2}$ miles north of Fenwick light.	Bethany Beach, Del.
144	Fenwick Island ..	$1\frac{1}{2}$ miles north of light.....	Selbyville, Del.
145	Isle of Wight.....	3 miles south of Fenwick light.	Ocean City, Md.
146	Ocean City.....	At village	Do.
147	North Beach.....	10 miles south of Ocean City.	Do.
148	Green Run Inlet.	$13\frac{1}{2}$ miles northeast of Assateague light.	Girdletree, Md.
149	Popes Island.....	10 miles northeast of Assateague light.	Chincoteague Island, Va.
150	A s s a t e a g u e Beach.	$1\frac{1}{8}$ miles south of Assateague light.	Do.
151	Wallops Beach..	$1\frac{1}{2}$ miles south of Chincoteague Inlet.	Do.
152	Metomkin Inlet..	On Metomkin Beach, near the Inlet.	Accomac, Va.
153	Wachapreague...	South end of Cedar Island....	Wachapreague, Va.
154	P a r r a m o r e Beach.	Midway of beach.....	Do.
155	Hog Island.....	South end of Hog Island....	Broadwater, Northampton County, Va.
156	Cobb Island	Scuth end of Cobb Island	Oyster, Va.
157	Smith Island	At Cape Charles light	Magotha, Va.

XIII. Seventh District. Coast between Chesapeake Bay and northern boundary of South Carolina. In charge of a district superintendent stationed at Elizabeth City, N. C.

Official designation of station.	Former designation of station.	Location.	Post-office address.
161	Cape Henry.....	$\frac{3}{4}$ mile southeast of Cape Henry light.	Cape Henry, Va.
162	Virginia Beach ..	$5\frac{1}{2}$ miles south of Cape Henry light.	Virginia Beach, Va.
163	Dam Neck Mills.	10 miles south of Cape Henry light.	Do.
164	Little Island	On beach abreast of North Bay.	Do.
165	False Cape.....	On beach abreast of Back Bay.	Box 9, R. D. No. 1, Virginia Beach, Va.
166	Wash Woods....	On beach abreast of Knotts Island.	Deals, N. C.
167	Penneys Hill....	$5\frac{3}{4}$ miles north of Currituck Beach light.	Seagull, N. C.
168	Currituck Beach	$\frac{7}{8}$ mile north of Currituck Beach light.	Corolla, N. C.
169	Poynters Hill.....	$6\frac{1}{2}$ miles south of Currituck Beach light.	Poplar Branch, N. C.
170	Cafseys Inlet.....	$10\frac{3}{4}$ miles south of Currituck Beach light.	Duck, N. C.
171	Paul Gamiels Hill.	5 miles north of Kitty Hawk.	Do.
172	Kitty Hawk.....	On the beach abreast of north end of Kitty Hawk Bay.	Kitty Hawk, N. C.

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury—Continued.
3. Captain Commandant—Continued.
- B. Field service—Continued.

XIII. Seventh District—Continued.

Official designation of station.	Former designation of station.	Location.	Post-office address.
173	Kill Devil Hills..	4½ miles south of Kitty Hawk	Kitty Hawk, N. C.
174	Nags Head.....	9 miles north of Oregon Inlet	Manteo, N. C.
175	Bodie Island.....	¾ mile northeast of Bodie Island light.	Do.
176	Oregon Inlet.....	½ mile south of Oregon Inlet..	Do.
177	Pea Island.....	2 miles north of New Inlet....	Do.
178	.....	.....	.....
179	Chicamacomico..	5 miles south of New Inlet..	Rodanthe, N. C.
180	Gull Shoal.....	11¾ miles south of New Inlet.	Salvo, Dare County, N. C.
181	Little Kinnakeet.	11½ miles north of Cape Hatteras light.	Avon, Dare County, N. C.
182	Big Kinnakeet...	5½ miles north of Cape Hatteras light.	Do.
183	Cape Hatteras...	1 mile south of Cape Hatteras light.	Buxton, N. C.
184	Creeds Hill.....	4 miles west of Cape Hatteras light.	Frisco, N. C.
185	Durant.....	3 miles east of Hatteras Inlet.	Hatteras, N. C.
186	Hatteras Inlet...	1½ miles west of Hatteras Inlet.	Ocracoke, N. C.
187	Ocracoke.....	3 miles northeast of Ocracoke Inlet.	Hatteras, N. C.
188	Portsmouth.....	Northeast end of Portsmouth Island.	Portsmouth, N. C.
189	Core Bank.....	On Core Bank, opposite Hunting Quarters, about half way between Ocracoke Inlet and Cape Lookout.	Atlantic, N. C.
190	Cape Lookout....	1½ miles south of Cape Lookout light.	Harkers Island, N. C
191	Fort Macon.....	Beaufort Entrance, ¼ mile north of fort.	Beaufort, N. C.
192	Bogue Inlet.....	Inner shore of Bogue Banks, ½ mile east of inlet.	Swansboro, N. C.
193	Cape Fear.....	On Smiths Island, Cape Fear	Southport, N. C.
194	Oak Island.....	West side, mouth of Cape Fear River.	Do.

XIV. Eighth District. Coasts of South Carolina, Georgia, and eastern coast of Florida. In charge of a district superintendent stationed at Jacksonville, Fla.

Official designation of station.	Former designation of station.	Location.	Post-office address.
201	Sullivans Island.	Moultrieville, Sullivans Island, at north end of harbor jetty.	Moultrieville, S. C.
202	Bulow ¹	20 miles south of Matanzas Inlet.	Bulow, Fla.
203	Mosquito Lagoon. ¹	On beach outside the lagoon.	Oak Hill, Fla.
204	Chester Shoal ¹ ...	11 miles north of Cape Canaveral.	Titusville, Fla.
205	Bethel Creek ¹ ...	16 miles north of Indian River Inlet.	Vero, Fla.
206	Indian River Inlet. ¹	South side of inlet.....	Fort Pierce, Fla.
207	Gilberts Bar ¹	St. Lucie Rocks, 2 miles north of Gilberts Bar Inlet.	Sewalls Point, Fla.
208	Fort Lauderdale. ¹	4 miles north of New River Inlet.	Fort Lauderdale, Fla.
209	Biscayne Bay ¹ ..	6 miles north of Norris Cut..	Lemon City, Fla.

¹ House of refuge; no crew employed.

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury—Continued.
3. Captain Commandant—Continued.
- B. Field service—Continued.

XV. Ninth District. Coast of United States bordering on the Gulf of Mexico. In charge of a district superintendent stationed at Galveston, Tex.

Official designation of station.	Former designation of station.	Location.	Post-office address.
215	Santa Rosa.....	Santa Rosa Island, 2 miles east of Fort Pickens.	Pensacola, Fla.
216	Sabine Pass.....	West side of pass, south of light.	Sabine, Jefferson County, Tex.
217	Galveston.....	On Pelican Spit, west side of channel entrance.	Galveston, Tex.
218	San Luis.....	West end Galveston Island..	Do.
219	Velasco.....	2½ miles northeast of mouth of Brazos River.	Velasco, Tex.
220	Saluria.....	Northeast end Matagorda Island.	Port O'Connor, Tex.
221	Aransas.....	Northeast end Mustang Island.	Port Aransas, Tex.
222	Brazos.....	North end Brazos Island, entrance to Brazos Santiago.	Isabel, Tex.

XVI. Tenth District. Coasts of Lakes Ontario and Erie and a station at Louisville, Ky. In charge of a district superintendent stationed at Buffalo, N. Y.

Official designation of station.	Former designation of station.	Location.	Post-office address.
231	Big Sandy.....	North side mouth of Big Sandy Creek, Lake Ontario.	Woodville, N. Y.
232	Oswego.....	East side entrance of Oswego Harbor, Lake Ontario.	Oswego, N. Y.
233	Charlotte.....	East side entrance of Charlotte Harbor, Lake Ontario.	Rochester, N. Y.
234	Niagara.....	East side entrance of Niagara River, Lake Ontario.	Youngstown, N. Y.
235	Buffalo.....	South side entrance of Buffalo Harbor, Lake Erie.	Buffalo, N. Y.
236	Erie.....	North side entrance of Erie Harbor, Lake Erie.	Erie, Pa.
237	Ashtabula.....	West side of Ashtabula Harbor, Lake Erie.	Ashtabula, Ohio.
238	Airport.....	West side entrance of Fairport Harbor, Lake Erie.	Fairport Harbor, Ohio.
239	Cleveland.....	West side entrance of Cleveland Harbor, Lake Erie.	Cleveland, Ohio.
240	Lorain.....	East side entrance of Black River, Lake Erie.	Lorain, Ohio.
241	Marblehead.....	Point Marblehead, near Quarry Docks, Lake Erie.	Marblehead, Ohio.
242	Louisville.....	Falls of the Ohio River, Louisville, Ky.	Louisville, Ky.

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury—Continued.
3. Captain Commandant—Continued.
- B. Field service—Continued.

XVII. Eleventh District. Coasts of Lakes Huron and Superior.
In charge of a district superintendent stationed at Port Huron, Mich.

Official designation of station.	Former designation of station.	Location.	Post-office address.
246	Lake View Beach.	5 miles north of Fort Gratiot light.	Station 1, Port Huron, Mich.
247	Harbor Beach...	Inside Harbor Beach Harbor, Lake Huron.	Harbor Beach, Mich.
248	Pointe Aux Barques.	Near light, Lake Huron.....	R. D., Port Hope, Mich.
249	Port Austin.....	About 2 miles southeast of Port Austin Reef light, Lake Huron.	Port Austin, Mich.
250	Tawas.....	Near light, Lake Huron.....	East Tawas, Mich.
251	Sturgeon Point.	do.....	Harrisville, Mich.
252	Thunder Bay Island.	West side of island, Lake Huron.	Alpena, Mich.
253	Middle Island...	North end of Middle Island, Lake Huron.	Do.
254	Hammond.....	Hammonds Bay, Lake Huron	Hammond, Mich.
255	Mackinac Island.	Mackinac Island.....	Mackinac Island, Mich.
256	Bois Blanc.....	About midway east side of island, Lake Huron.	Pointe Aux Pines, Mich.
257	Vermilion.....	10 miles west of Whitefish Point, Lake Superior.	Vermilion, Chippewa County, Mich.
258	Crisps.....	18 miles west of Whitefish Point, Lake Superior.	Do.
259	Two Heart River.	Near mouth of Two Heart River, Lake Superior.	Do.
260	Deer Park.....	Near mouth of Sucker River, Lake Superior.	Do.
261	Grand Marais....	West of harbor entrance.....	Grand Marais, Mich.
262	Marquette.....	Near light, Lake Superior...	Marquette, Mich.
263	Eagle Harbor....	Near Eagle Harbor light...	Eagle Harbor, Mich.
264	Portage.....	Old Portage Lake Ship Canal, $\frac{3}{4}$ mile from north end on east bank.	Hancock, Mich.
265	Duluth.....	On Minnesota Point, Upper Duluth.	Duluth, Minn.

XVIII. Twelfth District. Coast of Lake Michigan. In charge of a district superintendent stationed at Grand Haven, Mich.

Official designation of station.	Former designation of station.	Location.	Post-office address.
271	Beaver Island...	Near light.....	St. James, Beaver Harbor, Mich.
272	Charlevoix.....	South side of harbor entrance.	Charlevoix, Mich.
273	North Manitou Island.	Near Pickard's wharf	Leland, Mich.
274	South Manitou Island.	Near light.....	South Manitou, Mich.
275	Sleeping Bear Point.	Near Glenhaven.....	Glenhaven, Mich.
276	Point Betsie.....	Near light.....	Frankfort, Mich.
277	Frankfort.....	South side entrance of harbor	Do.
278	Manistee.....	North side entrance of harbor	Manistee, Mich.
279	Grande Pointe au Sable.	1 mile south of light.....	Ludington, Mich.
280	Ludington.....	North side entrance of harbor	Do.
281	Pentwater.....	do.....	Pentwater, Mich.
282	White River.....	North side entrance of White Lake.	Montague, Mich.
283	Muskegon.....	South side entrance of harbor, Port Sherman.	Muskegon, Mich.

1. The Secretary of the Treasury—Continued.
 2. Assistant Secretary of the Treasury—Continued.
 3. Captain Commandant—Continued.
- B. Field service—Continued.

XVIII.—Twelfth District—Continued.

Official designation of station.	Former designation of station.	Location.	Post-office address.
284	Grand Haven....	North side entrance of harbor	Grand Haven, Mich.
285	Holland.....	In the harbor, south side....	Macatawa, Mich.
286	South Haven....	North side entrance of harbor	South Haven, Mich.
287	St. Joseph.....	In the harbor, north side....	St. Joseph, Mich.
288	Michigan City....	East side entrance of harbor	Michigan City, Ind.
289	South Chicago....	North side entrance of Calumet Harbor.	South Chicago, Ill.
290	Jackson Park....	About 7 miles S. by E. of Chicago River light.	1524 East Sixty-fourth Street, Chicago, Ill.
291	Old Chicago....	In the harbor.....	I. C. Pier No. 1, Chicago, Ill.
292	Evanston.....	On the Northwestern University grounds.	Evanston, Ill.
293	Kenosha.....	In the harbor, on Washington Island.	Kenosha, Wis.
294	Racine.....	In the harbor, adjoining light	Box 683, Racine, Wis.
295	Milwaukee.....	McKinley Park.....	Milwaukee, Wis.
296	Sheboygan.....	Entrance to harbor, north side.	Sheboygan, Wis.
297	Two Rivers.....	North side entrance of harbor	Two Rivers, Wis.
298	Kewaunee.....	do.....	Kewaunee, Wis.
299	Sturgeon Bay Canal.	Eastern entrance of canal, north side.	Sturgeon Bay, Wis.
300	Baileys Harbor..	On easterly side of harbor...	Baileys Harbor, Wis.
301	Plum Island.....	Near northeast point of island, 2 miles northwest of Pilot Island light.	Detroit Harbor, Wis.

XIX. Thirteenth District. Coasts of California, Oregon, Washington, and a station at Nome, Alaska. In charge of a district superintendent stationed at San Francisco, Cal.

Official designation of station.	Former designation of station.	Location.	Post-office address.
305	Nome.....	Nome.....	Nome, Alaska.
306	Baaddah Point.	Opposite south end of Waaddah Island, Neah Bay, 7 miles east of Cape Flattery light.	Neah Bay, Wash.
307	Grays Harbor....	Just south of Grays Harbor light.	Westport, Chehalis County, Wash.
308	Willapa Bay....	Near lighthouse boat landing.	North Cove, Wash.
309	Klipsan Beach...	13 miles north of Cape Disappointment.	Klipsan Beach, Wash.
310	Cape Disappointment.	Bakers Bay, $\frac{1}{2}$ mile northeast of light.	Fort Canby, Wash.
311	Point Adams....	$\frac{3}{4}$ mile southeast of Fort Stevens.	Hammond, Clatsop County, Oreg.
312	Tillamook Bay..	North side of entrance of Tillamook Bay.	Barview, Oreg.
313	.....	.....	Newport, Oreg.
314	Yaquina Bay....	North side of harbor entrance	Winchchester Bay, Oreg.
315	Umpqua River..	Near entrance of river, north side.	Empire, Oreg.
316	Coos Bay.....	Coos Bay, south side.....	Bandon, Oreg.
317	Coquille River...	In town of Bandon.....	Eureka, Cal.
318	Humboldt Bay..	Near old lighthouse tower, north side entrance, Humboldt Bay.	Point Arena, Mendocino County, Cal.
319	Arena Cove.....	3 miles southeast from Point Arena light.	Point Reyes, Marin County, Cal.
320	Point Reyes.....	$3\frac{1}{2}$ miles north of light.....	Fort Barry, Cal.
321	Point Bonita....	Near Point Bonita light.....	

1. The Secretary of the Treasury—Continued.
2. Assistant Secretary of the Treasury—Continued.
3. Captain Commandant—Continued.
B. Field service—Continued.

XIX. Thirteenth District—Continued.

Official designation of station.	Former designation of station.	Location.	Post-office address.
323	Fort Point.....	$\frac{3}{4}$ mile east of light.....	Presidio, San Francisco, Cal.
324	Golden Gate.....	On beach in Golden Gate Park, San Francisco, $\frac{3}{4}$ mile south of Point Lobos.	San Francisco, Cal.
325	Southside.....	$3\frac{3}{4}$ miles south of Station No. 324.	Do.

XX. Coast Guard Academy at Fort Trumbull, New London, Conn., for the education and training of cadets. During the summer months the *Itasca* is detailed for the annual practice cruise for cadets.

XXI. Coast Guard depot at South Baltimore, Md. Plant for overhauling and repairing vessels on the Atlantic coast.

XXII. Coast Guard store at New York City. General storehouse for purchasing and issuing supplies on the Atlantic coast.

XXIII. Coast Guard store at Grand Haven, Mich. General storehouse for the Great Lakes.

XXIV. Coast Guard store at San Francisco, Cal. General storehouse for the Pacific coast.

PERSONNEL.

The authorized commissioned personnel of the Coast Guard is 255, divided into the following grades:

1 captain commandant.	2 constructors with the rank of first lieutenant.
6 senior captains.	1 district superintendent with relative rank of captain.
31 captains.	3 district superintendents with relative rank of first lieutenant.
37 first lieutenants.	4 district superintendents with relative rank of second lieutenant.
42 second lieutenants.	5 district superintendents with relative rank of third lieutenant.
42 third lieutenants.	
1 engineer in chief.	
6 captains of engineers.	
28 first lieutenants of engineers.	
22 second lieutenants of engineers.	
24 third lieutenants of engineers.	

At the Coast Guard Academy, New London, Conn., there were on June 30, 1916, 12 cadets of the line and 2 cadet engineers in all. At that time there were 31 vacancies in the commissioned personnel.

By law the officers of the Coast Guard rank as follows:

Captain commandant, with.....	{ Colonel, United States Army. Captain, United States Navy.
Senior captain and engineer in chief, with.....	{ Lieutenant colonel, United States Army. Commander, United States Navy.
Captain and captain of engineers, with.....	{ Major, United States Army. Lieutenant commander, United States Navy.
First lieutenant and first lieutenant of engineers, with.....	{ Captain, United States Army. Lieutenant (senior), United States Navy.
Second lieutenant and second lieutenant of engineers, with.....	{ First lieutenant, United States Army. Lieutenant (junior), United States Navy.
Third lieutenant and third lieutenant of engineers, with.....	{ Second lieutenant, United States Army. Ensign, United States Navy.

The pay of the commissioned personnel, except for the grade of district superintendent, is fixed by Congress to correspond with the pay and allowances of like rank in the Army. Officers are retired upon reaching the age of 64 years or upon becoming physically incapacitated for active service, and may, with the approval of the Secretary of the Treasury, be retired after 30 years' service. At the present time officers reach command rank at about 40 years of age, which goes far toward maintaining the efficiency of the service.

The total authorized complement of warrant officers, petty officers, and men is 3,945, their pay being regulated by law. Warrant officers are appointed by the Secretary of the Treasury, and hold their appointments during good behavior. Petty officers and other men are enlisted for periods of one year. Efficiency in the enlisted ranks is rewarded by promotion to the several grades of petty officers, and the warrant officers are selected from the petty officers as vacancies occur. Warrant and petty officers receive 10 per cent increase for every five years of service, not to exceed 40 per cent in all. Enlisted men receive an increase for each three years of continuous service up to and including 15 years. Subsistence or an allowance therefor is provided by the Government, and enlisted men receive an annual allowance for uniform clothing. Warrant officers, petty officers, and enlisted men are retired under the same conditions as commissioned officers.

Offenses against discipline are dealt with by means of courts-martial, convened by or under the direction of the Secretary of the Treasury. These courts are by law organized and the procedure conducted substantially in accordance with naval courts, and the jurisdiction of the courts and the punishment to be imposed by them are defined by law.

EQUIPMENT.

In the performance of the duties incumbent upon the Coast Guard, great attention has been given to the means placed at the disposal of the personnel for carrying on the ofttimes hazardous work of saving life and property on the seas. Naturally the greatest number of accidents occur during the most adverse weather conditions. The boats, breeches-buoy apparatus, line-throwing guns, beach and boat carts, etc., with which the shore stations are equipped are of the best types known, and every effort is made to keep them in as efficient condition as possible under existing circumstances. That such equipment is kept fully abreast of the times is best evidenced by the fact that much of the equipment of the Coast Guard stations has been copied for use in similar institutions by foreign Governments.

The general designs of the cutters are such as best fit them for the duties to which they are assigned. Harbor cutters are required to board incoming vessels by going alongside, and hence must be of strong construction and of medium speed; the tugboat type is therefore the most efficient for this class of duty. The seagoing cutters must be seaworthy, capable of going out in all kinds of weather for the purpose of rendering assistance to vessels in distress; they must also be capable of carrying large quantities of fuel, water, and supplies, in order that they may keep the sea for extended periods in searching for derelicts, or in making cruises in the unfrequented waters

of Alaska, where there are but few fueling ports. Owing to the military status of the Coast Guard, and the ultimate use of all seagoing cutters for purposes of national defense, they must also conform generally to the requirements of the Navy for vessels of this size and type. In fixing the general characteristics of vessels of the gunboat type the General Board of the Navy requires a sustained speed of 12 knots per hour, a displacement of between 1,000 and 1,400 tons, medium draft, and as large a steaming radius as practicable for vessels having these other qualifications. These features approximate very closely the requirements of cutters for the ordinary duties of the Coast Guard, and therefore the policy of designing all new seagoing cutters so as to adhere as closely as possible to the standards adopted by the Navy for the gunboat class has been adopted.

Special types of fast motor boats are necessary in particular localities and it is contemplated providing several of this type in the near future.

There are also provided several motor boats for duty in connection with the inspection of Coast Guard stations and the carrying of supplies to outlying stations which can not be served by ordinary means of transportation.

CRUISING CUTTERS (23).

Acushnet.—A seagoing tug; is stationed at Woods Hole, Mass. She is a powerful steel vessel of 800 tons displacement and was built at Newport News, Va., in 1908. Her general dimensions are 152 feet long over all, 29 feet beam, and 13 feet 9 inches draft. She has water-tube boilers, a triple-expansion engine of 1,000 indicated horsepower, and a speed of 12½ knots. Fitted with 1-kw. radio set. Armed with two 1-pounder semi-automatic guns.

Algonquin.—A steel steamer 205 feet 6 inches long over all, 32 feet beam, 13½ feet draft, and has a displacement of 1,181 tons. She was constructed at Cleveland, Ohio, in 1898, and intended for service on the Great Lakes. She was needed on the Atlantic coast during the Spanish War, and it was necessary to cut her in two to allow passage through the canals. This vessel has powerful machinery which when new was capable of developing 2,400 horsepower, with a resultant speed of 16 knots. This vessel is now undergoing extensive repairs to both hull and machinery at the Arundel Cove depot, which will soon be completed. Her headquarters is San Juan, P. R., and her cruising grounds comprise all the waters in the vicinity of Porto Rico. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounder guns.

Androscoggin.—A cutter of 1,600 tons displacement, with headquarters at Boston, Mass. She is 210 feet long over all, 35 feet 2 inches beam, and 17½ feet draft. She was constructed at Tompkins Cove, N. Y., in 1908, and is of wood throughout, for the reason that during the winter season she sometimes has to break through the ice for the relief of shipping. The vessel has a very large coal and water capacity and is used in extending medical relief to crews of the fishing fleets. She has modern machinery capable of developing about 1,600 horsepower, and is now in fair condition throughout. Her cruising grounds at the present time, while engaged in extending medical and surgical aid to the crews of American fishing vessels,

are on the several fishing banks where they congregate. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Apache.—This cutter was built in Baltimore, Md., in 1891, and formerly was known as the *Galveston*. Originally a twin-screw craft, she was in 1905 fitted with new machinery throughout and transformed to single screw. She is 188 feet long over all, 29 feet beam, 9 feet 3 inches draft, and displaces 700 tons. The material used in her construction is iron. The new machinery is capable of developing about 1,200 horsepower, and since being reconstructed she is a fairly efficient craft for a vessel now over 25 years old. She has headquarters at Baltimore, Md., and her cruising grounds consist of Chesapeake Bay and its various tributaries. Fitted with 1-kw. radio set. Armed with three rapid-fire 3-pounders.

Bear.—This vessel, one of the best known in the Government service, was built at Greenock, Scotland, in 1874, and was originally used as an Arctic whaler. In 1883 she was purchased by the United States for use on the Greely relief expedition. Having successfully fulfilled the object for which she was purchased, she was in 1885 transferred from the Navy Department to the Revenue-Cutter Service. She is, of course, built very solidly of wood for service in the ice. Her length over all is 198 feet, beam $28\frac{1}{2}$ feet, and draft 18 feet 2 inches, with a displacement of 1,700 tons. She has had frequent repairs and been modernized, so that to-day she is in fairly good condition. Her winter headquarters are at San Diego, Cal., from whence she cruises along the southern coast of California. In the summer months she makes annual cruises to Alaska and the Arctic Ocean as far north as Point Barrow. Her propelling machinery is such as to give her a speed of only 8 knots, but she is also a barkentine, rigged for full sail power, which is used to assist the steam machinery. Fitted with 2-kw. radio set. Armed with three rapid-fire 6-pounders.

Comanche (formerly *Windom*).—A twin-screw, steel vessel, built at Dubuque, Iowa, in 1896. Her length over all is 170 feet 8 inches; beam, 27 feet; draft, $9\frac{1}{2}$ feet, with a displacement of 670 tons. During the past year this vessel has been rebuilt and fitted with new water-tube boilers designed for burning oil fuel. Her efficiency as a cruising cutter has greatly increased. Her headquarters are at Galveston, Tex., and her cruising district extends from New Orleans, La., to the mouth of the Rio Grande. Fitted with 2-kw. radio set. Armed with three rapid-fire 3-pounders.

Gresham.—A steel vessel, built at Cleveland, Ohio, in 1897. She is $205\frac{1}{2}$ feet long, 32 feet beam, and $12\frac{1}{2}$ feet draft, with a displacement of 1,090 tons. Originally intended for cruising on the Great Lakes, the necessities of the Spanish War caused her to be brought to the Atlantic coast, where she has since remained. She is fitted with steam machinery of 2,500 horsepower, and has attained a maximum speed of 17 knots. This craft, now 19 years in service, is in fairly good condition, but before long she will need to be thoroughly overhauled and modernized. Her headquarters are at Boston, Mass., and her cruising grounds extend from Portsmouth, N. H., to Nantucket Shoals Lightship. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Itasca.—This vessel was formerly the practice ship *Bancroft*, built for service in connection with the Naval Academy at Annapolis. In 1906 she was transferred to the then Revenue-Cutter Service, thor-

oughly overhauled, and fitted with new boilers. She was built of steel throughout at Elizabethport, N. J., in 1893, and is now in fairly good condition. The principal dimensions are 189½ feet long over all, 32 feet beam, 13 feet 10 inches draft, with a displacement of 980 tons. She is fitted with twin screws and is capable of making a speed of 14½ knots under forced draft. During the summer months she makes annual deep-sea cruises for the instruction and training of the corps of cadets. In the winter season she is used as a relief vessel for any which may be undergoing repairs. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

McCulloch.—Built at Philadelphia in 1897. She is of composite construction, 219 feet long over all, 32 feet 6 inches beam, 15 feet 11 inches draft, with a displacement of 1,400 tons. During the Spanish-American War this cutter was employed as a dispatch boat for Dewey's squadron at Manila, and she has seen hard and continuous service ever since. Recently new boilers were installed, and as many needed repairs to the hull and machinery were made as the available funds would permit. A limited storage capacity for oil fuel was installed, which has enabled the vessel to be cruised very economically. She has headquarters at San Francisco during the winter, and during the summer months she is detailed in connection with the Bering Sea patrol and other duties in Alaskan waters. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Manning.—Of the composite type of construction, built at Boston, Mass., in 1897. She is 205 feet long over all, 32 feet beam, 13 feet 9 inches draft, and has a displacement of 1,150 tons. The old boilers of this cutter have recently been replaced with modern water-tube boilers, her bunkers and fresh-water capacity greatly enlarged, and her main engine cylinders redesigned. The results have been very successful, and the vessel is now very efficient as a Bering Sea patrol cutter. In the winter the *Manning*'s headquarters are at Astoria, Oreg.; in the summer she is detailed to the Bering Sea patrol and other duties in Alaskan waters. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Mohawk.—A steel cutter, built at Richmond, Va., in 1902. She is 205½ feet long over all, 32 feet beam, and 12 feet 7 inches draft, with a displacement of 1,150 tons. This vessel has recently had some repairs and is now in good condition. She has headquarters at New York, and cruises the Atlantic Ocean and tributary waters between Gay Head, Mass., and Delaware Breakwater in performing her duties of assisting vessels in distress and enforcing the various navigation laws. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Morrill.—Constructed of iron at Wilmington, Del., in 1889. She is 145 feet 3 inches long over all, 24 feet beam, 9½ feet draft, and has a displacement of 420 tons—somewhat inadequate for the modern requirements of a cruising cutter. Five years ago she was equipped with a new boiler and given a thorough overhauling. Owing to her age and small size, she is not an efficient vessel for this station and should soon be replaced by a new and larger cutter. Her headquarters are at Detroit, Mich., and she cruises the waters of Lakes Huron, St. Clair, Erie, and Ontario. Fitted with 2-kw. radio set. Armed with one rapid-fire 3-pounder.

Onondaga.—A steel vessel, sister ship of the *Algonquin*, and, like her, was cut in two during the Spanish-American War and brought to the Atlantic coast from Cleveland, Ohio, where she was built in 1898. She is 205½ feet long over all, 32 feet beam, 13 feet 2 inches draft, and displaces 1,190 tons. This vessel has done much hard cruising, at present is in bad condition and will soon need extensive repairs. Her headquarters are at Norfolk, Va., and her cruising grounds extend from Great Egg Harbor, N. J., to Cape Hatteras, N. C., including the Delaware River and Bay. As many marine accidents occur in the waters which she patrols, she is subjected to many calls to render assistance to distressed vessels. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Ossipee.—A steel vessel constructed at Newport News, Va., and completed in 1915. She is 165 feet 10 inches long over all, 32 feet beam, molded, and has a mean draft of 11 feet 6 inches, her displacement at that draft being 908 tons. She is equipped with a triple-expansion engine and water-tube boilers, which developed 1,200 indicated horsepower on trial and gave a speed of 12½ knots. This vessel is especially constructed for breaking ice in the winter season along the New England coast. The bunker and tank capacities of this ship are very large for a vessel of her size, which will enable her to be used for making long cruises in connection with derelict work. She is stationed at Portland, Me., and cruises along the coasts of Maine and New Hampshire. She is fitted with a 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Pamlico.—Built especially for service in inland waters, and was designed for very light draft. Constructed of steel throughout at Wilmington, Del., in 1907. She is 158 feet long, 30 feet beam, draws 5 feet 8 inches, and displaces 450 tons. She is equipped with twin screws, and her machinery is of the most modern type. Her general condition is good. The headquarters of the *Pamlico* are at Newbern, N. C., and her cruising district embraces the waters of Albemarle and Pamlico Sounds and the Neuse River, where she enforces the navigation laws and renders aid to the large fleet of small vessels which are engaged in the fishing, oyster, and transportation business. Fitted with 2-kw. radio set. Armed with two rapid-fire 3-pounders.

Seminole.—Constructed of steel throughout at Baltimore, Md., in 1900. She is 188 feet long over all, 29½ feet beam, 11 feet 8 inches draft, and her displacement is 845 tons. New boilers have been fitted, her coal capacity enlarged, and extensive repairs and improvements made to her hull, so that she is now in very good condition for a vessel of her age. The vessel's headquarters are at Wilmington, N. C., from whence she patrols from Cape Hatteras to Charleston, S. C. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Seneca.—A steel vessel, built at Newport News, Va., in 1908. The principal dimensions are: Length over all, 204 feet; beam, 34 feet; draft, 17 feet 3 inches; and a displacement of 1,445 tons. She is popularly known as the "derelict destroyer," from the fact that she is the only vessel in the world which is used exclusively for the purpose of destroying floating and sunken derelicts. The act of Congress approved May 12, 1906, provided that she should be "specially fitted for and adapted to service at sea in bad weather, for the purpose of blowing up or otherwise destroying or towing into port

wrecks, derelicts, and other floating dangers to navigation." She is, therefore, a vessel capable of keeping the seas for long periods in any kind of weather, and is provided with all necessary apparatus for carrying out the purposes for which she was constructed. She has a maximum speed of about $12\frac{1}{2}$ knots and is a thoroughly efficient vessel, as attested by the large amount of valuable work which she has performed since being commissioned. Her headquarters are at New York City, and her activities are limited to certain portions of the North Atlantic Ocean to the eastward of the United States. She is also authorized, under special circumstances, in the interest of shipping, to proceed beyond those limits. For the past four seasons she has been detailed for ice-patrol duty in the vicinity of the Grand Banks. In the summer months, during periods of fair weather, this vessel is also, owing to the exigencies of the service, frequently required to patrol regatta courses and enforce navigation laws. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

Snohomish.—This is another vessel which, with the *Seneca*, might be termed a "special type." The act of April 19, 1906, required "that there shall be constructed, for and under the supervision of the Coast Guard, a first-class seagoing tug for service in saving life and property in the vicinity of the North Pacific coast of the United States, which tug shall be equipped with wireless-telegraph apparatus, surfboats, and such other modern life and property saving appliances as may be deemed useful in assisting vessels and rescuing persons and property from the perils of the sea." The *Snohomish* is constructed of steel, 152 feet long over all, 29 feet beam, 15 feet 5 inches draft, with a displacement of 880 tons. As required by law, she is equipped with every device of any practical value in the saving of life. Although her headquarters are at Port Angeles, Wash., she spends the greater part of the time at Neah Bay, Wash., where she is kept in constant readiness to answer calls for assistance. Fitted with 1-kw. radio set. Armed with two 1-pounder semi-automatic guns.

Tallapoosa.—This cutter was recently completed at Newport News Va., and is constructed throughout of steel. She has a length over all of 165 feet 10 inches; breadth molded, 32 feet. Her mean draft is 11 feet 6 inches, with a displacement at that draft of 912 tons. Her triple-expansion engines are capable of developing 1,200 horsepower, which gives the cutter a speed of $12\frac{1}{2}$ knots. She is fitted for burning oil fuel exclusively, and her large tank capacity for both oil and water gives her an unusually large steaming radius. This enables her to make long-continued cruises in the waters of the Gulf of Mexico for the purpose of locating and destroying derelicts. She is stationed at Mobile, Ala., and her cruising waters are the Gulf of Mexico. She is fitted with a 2-kw. radio set and armed with four rapid-fire 6-pounders.

Tampa (formerly *Miami*).—Launched at Newport News, Va., in February, 1912. She is a steel vessel throughout, 190 feet long over all, $32\frac{1}{2}$ feet beam, 14 feet 1 inch draft, and has a displacement of 1,180 tons. This vessel is modern in every respect and is provided with water-tube boilers and a triple-expansion engine of 1,300 indicated horsepower, which gives her a speed of $12\frac{1}{2}$ knots. She has an unusually large coal and water capacity, which enables her to make long-continued cruises in search of derelicts and in the assistance of

distressed vessels. The *Tampa* is stationed at Key West, Fla. During the past four seasons she has been one of the two vessels detailed for ice-patrol duty. Her regular cruising grounds are the waters of southern Florida as far north as Fernandina and the Gulf of Mexico. Fitted with 2-kw. radio set. Armed with three rapid-fire 6-pounders.

Tuscarora.—A steel vessel built at Richmond, Va., in 1902. Her principal dimensions are 178 feet over all, 30 feet beam, 10 feet 11 inches draft, with a displacement of 740 tons. Although 14 years old, this vessel, her machinery, and equipment are in fair condition. She is stationed at Milwaukee, Wis., from whence she cruises the waters of Lakes Michigan and Superior. Fitted with 1-kw. radio set. Armed with one rapid-fire 3-pounder.

Unalga.—A sister ship to the *Tampa*, built of steel and launched at Newport News, Va., February, 1912. She is of steel construction, 190 feet long, $32\frac{1}{2}$ feet beam, 14 feet 1 inch draft, and a displacement of 1,180 tons. She is provided with a triple-expansion engine and water-tube boilers capable of developing 1,300 indicated horsepower, which gives a speed of $12\frac{1}{2}$ knots. The bunker and tank capacity of this ship are unusually large for a vessel of this class, which enables her to make long-continued cruises in Alaska waters. She is stationed at Seattle, Wash., and in the winter season she cruises in the waters of Puget Sound and vicinity. Fitted with 2-kw. radio set. Armed with three rapid-fire 6-pounders.

Yamacraw.—A steel cutter, built at Camden, N. J., in 1909. The principal dimensions are 191 feet 8 inches length over all, $32\frac{1}{2}$ feet beam, 13 feet draft, and has a displacement of 1,080 tons. This vessel is now at the depot, Arundel Cove, Md., undergoing some much-needed repairs and alterations, the first given to her since she was completed. Her headquarters are at Savannah, Ga., from which she patrols that portion of the South Atlantic coast extending from Cape Lookout, N. C., to Fernandina, Fla. Fitted with 2-kw. radio set. Armed with four rapid-fire 6-pounders.

HARBOR CUTTERS AND LAUNCHES (24).

Active.—A wooden launch, $36\frac{1}{2}$ feet long, fitted with a gasoline engine, and stationed at Chicago, Ill., for the enforcement of the anchorage and motor-boat laws.

Alert.—A small wooden launch $61\frac{1}{2}$ feet long over all, built at Mobile, Ala., in 1907. A new boiler has recently been fitted and the launch is in good condition. She is employed principally in boarding incoming foreign vessels for the customs service, and in enforcing navigation laws in Mobile Harbor.

Arcata.—A wooden tug, 85 feet long over all, 17 feet beam, and 10 feet 4 inches draft, with a displacement of 140 tons, has recently been provided with a new boiler fitted for burning oil. Was built at San Francisco in 1903, and is now in good condition. She is stationed at Port Townsend, Wash., and her cruising grounds are confined to Puget Sound.

Calumet.—A harbor boat, built of steel throughout at Buffalo, N. Y., in 1894. She is $94\frac{1}{2}$ feet long over all, $20\frac{1}{2}$ feet beam, and 9 feet deep, with a displacement of 170 tons. She has recently been fitted with a new boiler designed to use oil fuel, and is now in fairly good condition. Her headquarters are at New York City, and she

is employed principally in boarding incoming vessels in connection with the customs service.

Carolina.—A wooden launch 57 feet 5 inches long, driven by a gasoline engine. Performs inspection duty and carries supplies to stations in the vicinity of the sounds of North Carolina.

Davey.—This harbor vessel was built of steel throughout at Wilmington, Del., in 1908. She is 92½ feet long over all, 19 feet beam, 11 feet 2 inches draft, and displaces 180 tons. During the past year she was fitted with a new water-tube boiler and is now an oil burner. She is employed for boarding incoming vessels at New Orleans, La., in connection with the customs service and for enforcing the navigation laws in the lower Mississippi River.

Delmarva.—A wooden motor boat 45 feet 5 inches long, used as a supply boat for the Coast Guard stations in Delaware and Maryland.

Golden Gate.—A harbor vessel built of steel throughout, at Seattle, Wash., in 1896. She is 110 feet long over all, 20½ feet beam, 9 feet 10 inches draft, with a displacement of 240 tons. In 1910 a new boiler with oil-fuel-burning apparatus was installed, and she is now in fairly good condition. She is employed for boarding purposes in connection with the customs service in San Francisco Harbor and for general Coast Guard purposes in San Francisco Bay and its tributaries.

Guard.—A small wooden harbor craft 67½ feet long, completed in 1914, at the Mare Island Navy Yard. She is fitted with latest type of machinery, and is an oil-fuel burner. Her headquarters are at Friday Harbor, Wash., and she cruises in the upper part of Puget Sound for the purpose of preventing Chinese and opium smuggling and for the enforcement of the navigation laws.

Guide.—This is a motor boat built at Bayonne, N. J., in 1907. She is 70 feet long over all, 13 feet beam, with a draft of 4½ feet. She is equipped with twin screws operated by two gasoline engines of 60 horsepower each, and is in fair condition. Her duties are confined to enforcing the anchorage, motor-boat, and navigation laws in New York Harbor and vicinity.

Guthrie.—A steel harbor vessel, constructed at Baltimore, Md., in 1895. She is 88 feet long over all, 17 feet beam, 9 feet draft, with a displacement of 150 tons. Although 21 years old, this vessel is in fairly good condition, and needs only current repairs to keep her efficient for the duties performed, which consist of boarding incoming vessels for the customs authorities at Philadelphia, Pa., and the enforcement of the motor-boat and navigation laws in that vicinity.

Hartley.—A small wooden harbor vessel, built at San Francisco, Cal., in 1875. She is 64½ feet long, 11 feet beam, 6½ feet draft, with a displacement of 65 tons. She is now 41 years old, her machinery is obsolete, and she is scarcely capable of performing her duties as night boat in connection with the customs service at San Francisco.

Hudson.—This harbor vessel was built of iron throughout at Camden, N. J., in 1893. She is 96½ feet long, 20 feet beam, 9 feet draft, and has a displacement of 180 tons. A new boiler has been installed and the vessel is in fairly good condition. She is stationed at New York City, where her principal duties are in connection with the customs service at that port.

Mackinac.—A vessel of the harbor type, constructed of steel throughout at Baltimore, Md., in 1903. She is 110 feet long over all,

20½ feet beam, 10½ feet draft, and has a displacement of 240 tons. She is in good condition, and is employed in regulating the passage of the vast fleet of vessels through the approaches to the Sault Ste. Marie Canal and locks which connect Lakes Huron and Superior. She also enforces navigation and motor-boat laws in that vicinity.

Magothy.—A steel steamer built in 1895 at West Bay City, Mich. She is 100 feet 2 inches long over all, 13 feet 2 inches beam, and 5 feet 9 inches depth. Transferred from the Public Health Service in May, 1916, and is now at the depot, Arundel Cove, unassigned.

Manhattan.—This is one of the oldest vessels in the service and was constructed at Chester, Pa., in 1873, of iron. She is 102 feet long, 20 feet 5 inches beam, 8½ feet draft, and has a displacement of 145 tons. The machinery of this vessel is of an antiquated type and inefficient; the hull is in bad condition, and a new vessel is most urgently needed for the performance of her very important duties, which consist principally of enforcing the anchorage regulations in the port of New York.

Moriches.—A wooden launch 32 feet long, motor driven, used as a supply boat for Coast Guard stations along the south shore of Long Island.

Penrose.—A small wooden launch, 67 feet long, built at Bentley Manor, N. Y., in 1883. She is equipped with a water-tube boiler and compound engine, and on account of her long service is at present in but fair condition. She is stationed at Pensacola, Fla., where her duties are boarding incoming foreign vessels in connection with the customs service and enforcing the motor-boat and navigation laws in the harbor.

Relief.—A small wooden steamer 34 feet long over all. At present used as a supply boat at the Coast Guard depot, Arundel Cove, Md.

Scout.—This is a wooden launch, built originally for the Customs Service in 1898, which has been recently transferred to the Coast Guard. She is 61 feet 6 inches long, 13 feet beam, and has a draft of 5 feet 6 inches and a displacement of 40 tons. Her old steam machinery has been removed and replaced by a 50-horsepower gasoline engine. The launch is stationed at Seattle, Wash., and is employed in boarding duty and enforcing the customs and navigation laws on Puget Sound.

Tioga.—A harbor vessel built at Solomons Island, Md., in 1916. Is 81 feet 3 inches long, 18½ feet beam, 9 feet depth, and fitted with steam machinery. Used as a relief boat when other harbor cutters are undergoing repairs.

Vigilant.—A small 45-foot motor-driven launch, built in 1910 at Bay City, Mich. She is actively employed during the season of navigation in patrolling and enforcing the laws relative to the passage of vessels through the canal at Sault Ste. Marie, Mich.

Winnisimmet.—A harbor vessel built at Baltimore, Md., in 1903. She is of steel, and her principal dimensions are 96½ feet long, 20½ feet beam, 9 feet 1 inch draft, with a displacement of 180 tons. Her condition is but fair and she will shortly need a thorough overhauling. The vessel is in fair condition and efficiently performs the duties of boarding incoming foreign vessels at Boston, Mass., and enforcing the motor-boat laws in that harbor.

Wissahickon.—A harbor vessel built at Baltimore, Md., in 1904. She is of steel throughout; is 96½ feet long, 20½ feet beam, 9 feet 5

inches draft, and displaces 195 tons. She is in fair condition, and performs the work of boarding incoming foreign vessels and enforcing the navigation laws at the port of Baltimore, Md.

STATION SHIP (1).

Colfax.—This is a vessel worn out for cruising purposes, now used at the service depot, Arundel Cove, Md., as a station ship. She was formerly a side-wheeler, but the machinery has been removed and additional living quarters provided, in order to house the crews of cutters undergoing repairs. Her over-all dimensions are 179 feet 5 inches long, 25 feet beam, and draft 10 feet, with a displacement of 486 tons.

THE COAST GUARD FLAG.

The distinctive flag flown from the foremast on all Coast Guard cutters causes many inquiries as to its origin, and the following sketch of the history of this flag will therefore be of interest.

Nine years after the establishment of the Revenue-Cutter Service, the forebear of the existing Coast Guard, Congress, in the act of March 2, 1799, provided that—

The cutters and boats employed in the service of the revenue shall be distinguished from other vessels by an ensign and pennant, with such marks thereon as shall be prescribed by the President. If any vessel or boat, not employed in the service of the revenue, shall, within the jurisdiction of the United States, carry or hoist any pennant or ensign prescribed for vessels in such service, the master of the vessel so offending shall be liable to a penalty of one hundred dollars.

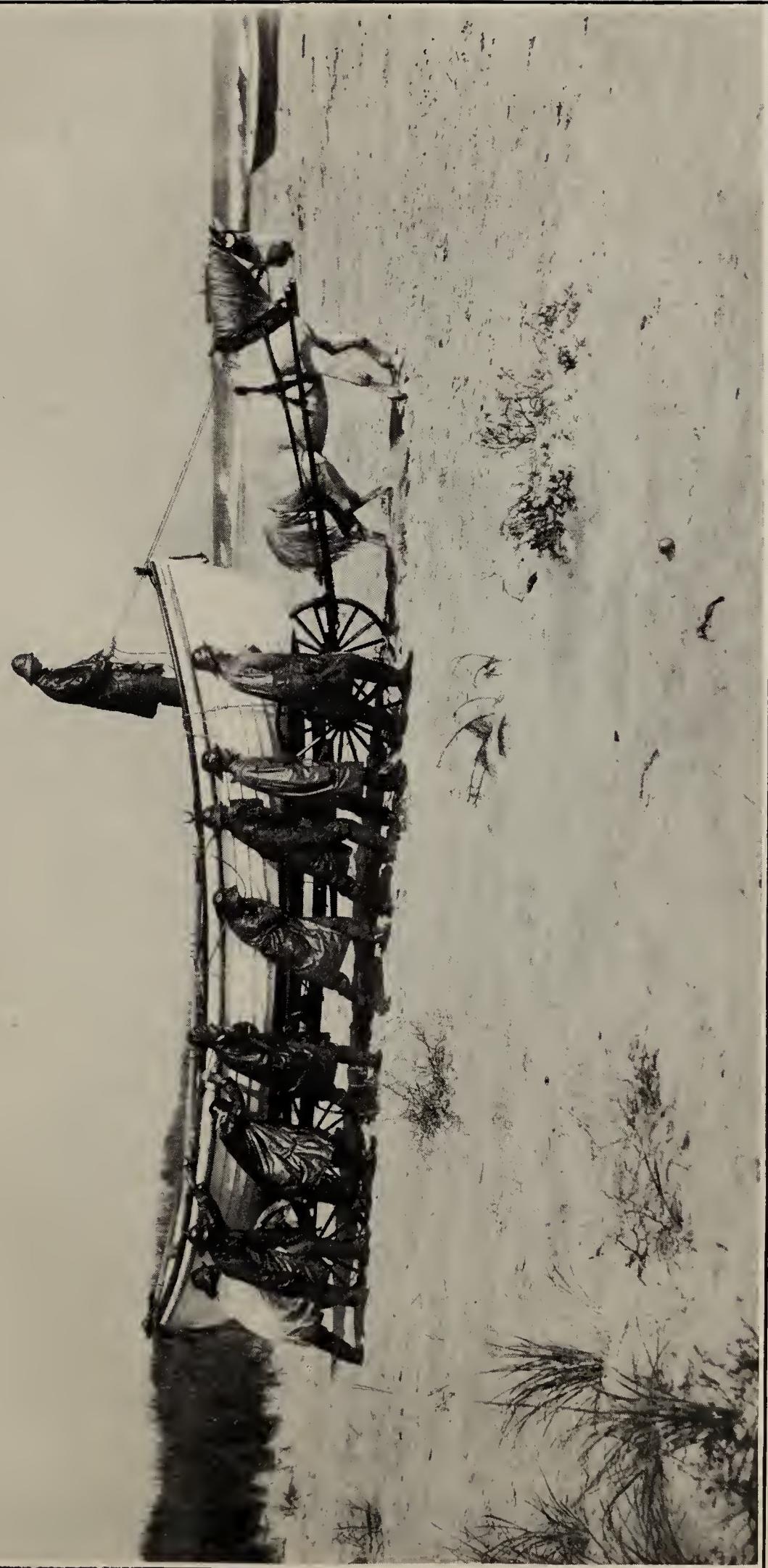
Under date of August 1, 1799, the Secretary of the Treasury, Oliver Wolcott, issued an order announcing that in pursuance of authority from the President the distinguishing ensign and pennant should consist of "sixteen perpendicular stripes, alternate red and white, the Union of the Ensign to be the Arms of the United States in dark Blue on a White Field."

This picturesque flag, with its vertical stripes, now so familiar in American waters, was arranged with historical detail, inasmuch as in the union of the flag there are 13 stars, 13 leaves to the olive branch, 13 arrows, and 13 bars to the shield, all corresponding to the original number of States constituting the Union at the time of the founding of the Republic. The 16 vertical stripes in the body of the flag are symbolical of the number of States composing the Union when this flag was officially adopted.

Originally intended to be flown only on revenue cutters and boats connected with the Customs Service, in the passage of time there grew up a practice of flying this distinctive flag from certain customhouses, and finally, by direction of the Secretary of the Treasury, in 1874, it was flown from all customhouses. From then until 1910 it was displayed indiscriminately on customhouses, customs boats, and revenue cutters.

In order, therefore, that this distinctive ensign, the sign of authority of a cutter, should be used for no other purpose as originally contemplated, President Taft issued the following Executive order on June 7, 1910:

By virtue of the authority vested in me under the provisions of section 2764 of the Revised Statutes, I hereby prescribe that the distinguishing flag now used by vessels of the Revenue-Cutter Service be marked by the distinctive emblem of that service, in blue and white, placed on a line with the lower edge of the union, and over the



TRANSPORTING SURFBOAT TO BEACH.

center of the seventh vertical red stripe from the mast of said flag, the emblem to cover a horizontal space of three stripes. This change to be made as soon as practicable.

Upon the establishment of the Coast Guard, which absorbed the duties of the Revenue-Cutter Service, the ensign described above became the distinctive flag of Coast Guard cutters, which if flown from any other vessel or boat within the jurisdiction of the United States will subject the offender to the penalty of the law.

STATIONS.

The equipment of Coast Guard stations consists of the beach apparatus—line-projecting guns, hawsers, breeches buoys, etc.—flag and pyrotechnic signals, heaving sticks and lines, life preservers, life cars, and lifeboats, surfboats, and other types of boats.

The outfits are practically the same at all the stations, but the boats are of various types, depending upon their suitability for rescue work on the different coasts. The lifeboats are too heavy to be launched from the beach into the surf, and launching ways are provided and located for them where comparatively smooth water prevails—on rivers, bays, and inlets. The surfboats are launched into the surf without the aid of launching ways.

The boat equipment of the Coast Guard stations is indicated in the following tables, which are preceded by a statement of dimensions, etc., of the principal types of boats used in life-saving operations.

The 36-foot power lifeboat is nearly 9 feet abeam, 4 feet 3 inches in depth, has 5 thwarts, and is equipped with a 35-horsepower gasoline engine, which is installed in the after water-tight compartment. It possesses self-righting and self-bailing qualities, which are effected by means of air chambers and bulkheads and a heavy gun-metal keel.

The 34-foot power lifeboat has a width of 8 feet 4 inches and is 3½ feet in depth. It has 5 thwarts. Boats of this type were originally propelled by sails and oars. Twenty-five horsepower gasoline engines have been installed in them, without materially affecting the self-bailing and self-righting qualities. This boat is being superseded by the 36-foot power lifeboat.

Dobbins lifeboats are from 28 to 32 feet in length, 7 to 8 feet in width, and about 3 feet in depth. The self-bailing and self-righting qualities are possessed by these boats.

The Beebe-McLellan and Beebe surfboats, with and without engine power, have the same lines and are of practically the same dimensions—length, 26 feet; width, 7 feet; depth, 2 feet 6 inches. All are clinker built.

The Beebe-McLellan boats possess the self-bailing feature, and the power surfboat of this name is equipped with a 12-horsepower horizontal gasoline motor, set amidship.

The Beebe open power surfboat is propelled by an 8-horsepower vertical engine, placed in the center of the boat.

Other surfboats used at the stations are the Excelsior, Race Point, and Jersey types of boats. These have been preferred in some localities, and are peculiarly fitted for work on certain shores.

To the extent permitted by the very limited appropriations available for the purpose the stations have telephone connections with one another through service lines or the local exchanges.

Boat equipment of Coast Guard stations.

ATLANTIC COAST.

Station No.	Power boats.					Without engine power, surfboats.				Miscellaneous.	
	Lifeboats.		Surfboats.			Beebe-McLellan.	Beebe, open.	Mono-moy.	Other.	Din-ghys, dories, etc.	Supply boats.
	34-foot.	36-foot.	Beebe-McLellan.	Beebe, open.	Miscel-lane-ous.						
1.										2	2
2.				1						2	1
4.				1						3	2
5.					1					3	1
6.					1					4	2
7.					1				1	1	2
8.	1	1						1	2	2	
9.		1				1			3	1	
10.				1				1	2	2	
11.				1				1	2	1	
12.		1						1	1	1	
13.									2	2	
14.	1				1			1		2	1
15.						1				1	
16.								1		1	
19.								1		3	
20.		1				1		1		1	2
21.								2		2	
22.		1						1		1	
23.	1					1			1	1	2
24.								1		1	2
25.		1			1 2				2 3		
26.	1		1			1			1		2
27.						1			1		1
28.		1				1			1		1
29.				1					1		1
30.			1	1		1		1			2
31.								1		2	1
32.	1							1		2	1
33.									2		
34.									2		1
35.									2		1
36.									2	1	1
37.									1	2	
38.									2		1
39.									2		2
40.			1						3		1
41.			1						2		1
42.									3		2
43.	1			1					2		3
44.			1				2		1		2
45.			1				1		1		4
46.									1	1	1
47.			1				1		1		2
48.			1	1			1			2	3
49.			1				1		2		1
50.		1		1					3		2
53.	1					1					1
54.				1		1		1			1
55.						1		1			1
56.						1		1			1
57.						1		1			2
58.	1			1		1		1		1	1
59.			1	1		1					2
60.				1		1		1			1
61.								2			1
62.								2			1
65.						1		1			
66.								1			
67.							1	2			
68.								2			
69.							1	1			3
70.							1	1			3
71.							1	2			
72.					1		1	1			
73.							1	1			
74.							1	1			
75.							1	1			

¹ Launches.² Whitehall rowboats.

Boat equipment of Coast Guard stations—Continued.

ATLANTIC COAST—Continued.

Station No.	Power boats.					Without engine power, surfboats.				Miscellaneous.	
	Lifeboats.		Surfboats.			Beebe-McLellan.	Beebe, open.	Monomoy.	Other.	Dinghys, dories, etc.	Supply boats.
	34-foot.	36-foot.	Beebe-McLellan.	Beebe, open.	Miscellaneous.						
76.						1	1				
77.						1	2				
78.				1		1	1			1	
79.						1	1				
80.				1		1	1				1
81.						1	1				
82.				1		1	1			1	
83.				1		1	1		1	1	
84.						1	1				
85.						1					
86.						1	1				
87.						1	1				
88.	1					1	1				
89.					1	1	1				
90.						1	2		2	1	
91.						1	1				
92.					1	1		1			
94.			1			1				1	
95.			1			1	2				
97.		1	1			1					
98.			1			1					
99.					1	1					1
100.						1			1	1	
101.						1			1		
102.						1					
103.				1		1				1	
104.						1					
105.						2					
106.						1			1		
107.						1					
108.						1					1
109.			1			1					1
110.						1	2				
111.						1					
112.		1		1		2					
113.	1		1			2					
114.						1					
115.						2					
116.						2					
117.						2					
118.						2					
119.				1		2					1
120.			1		1	1					
121.			1			1					
122.			1			1					
123.		1				3	1				
124.						2	1				
125.				1		1					
126.			1			1					
127.						2					
128.						2					
129.						1					
130.				1		1					
131.						2					
132.				1		1					
133.			1			1	1				
134.						2					
135.				1		1					
136.						2					
137.				1		2					
139.		1		1					1		
140.						3					
141.						1					1
142.						1					2
143.						2					1
144.											1
145.						1					1
146.				1		1					1
147.						1	1				1

¹ Ice scooter.² Whitehall rowboat.

Boat equipment of Coast Guard stations—Continued.

ATLANTIC COAST—Continued.

Station No.	Power boats.					Without engine power, surfboats.				Miscellaneous.	
	Lifeboats.		Surfboats.			Beebe-McLellan.	Beebe, open.	Mono- moy.	Other.	Din- ghys, dories, etc.	Supply boats.
	34- foot.	36- foot.	Beebe- McLel- lan.	Beebe, open.	Miscel- lane- ous.						
148			1			1		1		1	
149						2				1	
150	1		1			3					
151			1	1		2					
152			1	1		1		1			
153	1		1			1					
154			1	1		1					
155		1		1		1				1	
156		1				1		1		1	
157		1		1		1		1			
161			1			2					
162			1			1				1	
163			1			1					
164						1	1				
165			1			1					
166			1			1					
167			1			1				1	
168			1			1					
169						1				1	
170						1				1	
171						2					
172						1				1	
173						1				1	
174						2	1				
175						1				1	1
176						1					1
177						1				1	1
179			1			1		1	1	1	
180						1			1	1	
181						2				1	
182						1			1	1	
183			1			1					1
184			1			1					
185						1			1	1	1
186		1				1			1	1	
187			1			2					
188	1					1		1			
189			1			1			1		
190		1				1					1
191			2			1					1
192		1				1			1		
193		1				1			1		
194		1				1					1
201			1			1		1			1
202 ¹											1
203 ¹					1					1	1
204 ¹										1	1
205 ¹										1	1
206 ¹										1	
207 ¹											1
208 ¹										1	1
209 ¹											1

GULF COAST.

215				1					1	1	1
216				1	1					2	
217		1			1					1	
218				1					1		1
219	1			1						1	1
220							1	2		2	1
221				1					1	3	1
222				1						1	

¹ House of refuge.

Boat equipment of Coast Guard stations—Continued.

COAST OF THE GREAT LAKES.

Station No.	Power boats.					Without engine power, surfboats.				Miscellaneous.	
	Lifeboats.		Surfboats.			Beebe-McLellan.	Beebe, open.	Mono- moy.	Other.	Din- ghys, dories, etc.	Supply boats.
	34- foot.	36- foot.	Beebe- McLel- lan.	Beebe, open.	Miscel- laneous.						
231.....			1	1		3				1	
232.....		1		1		1				1	
233.....		1	1			1				3	
234.....	1		1			1			1 1		
235.....		1		1		1			1 1	2	
236.....	1			1	1	1				2	
237.....			1			1				2	
238.....			2			2				1	
239.....		1	1			1			1 1	1	
240.....		1	1			1				2	
241.....		1		1		1				2	
242.....					1					4	
246.....			1			1		1	1		
247.....	1		1			1				1	
248.....	1					1			1		
249.....			1			1			1		
250.....			1			1					
251.....			1			2			1		
252.....	1					3					1
253.....	1					2				3	
254.....	1					2					
255.....	1			1		1		1			1
256.....		1	1			1					
257.....			1			3					
258.....			1			2					
259.....			1			2					
260.....			1			2				1	
261.....	1					1			1		
262.....		1				2				1	
263.....		1	1			1					
264.....	1	1				1			1		
265.....	1				22	2				1	
271.....			1						1		1
272.....	1					1			1 1	1	1
273.....			1			2				1	
274.....	1				1	1				1	
275.....			1			2					
276.....			1			2					
277.....	1					1				2	
278.....			1			1				1	
279.....			1			2				2	1
280.....		1			1	2				1	
281.....			1			1				2	
282.....			1			1				2	1
283.....	1		1			2				2	1
284.....	1					1				2	
285.....			1			2				1	1
286.....			1			1				1	1
287.....	1					1				2	
288.....	1			1		1				1	1
289.....		1				1			1 1	2	
290.....		1			1	1				1	
291.....		1		1		1	1	1	1	4	
292.....	1			1		1	1	2	1	1	
293.....	1			1		1				2	
294.....		1			1	1				1	
295.....		1			1	1				1	
296.....	1					1				1	
297.....	1			1		1				1	
298.....	1			1		1				1	
299.....	1					2				2	1
300.....	1					1			1		1
301.....	1				31	1			1		1

¹ Whitehall rowboat.¹ Launches (one, a speed boat).² Power ice boat.

Boat equipment of Coast Guard stations—Continued.

PACIFIC COAST.

Station No.	Power boats.			Without engine power.			Miscel- laneous dinghys, dories, etc.	
	Lifeboats.		Beebe- McLellan surfboats.	Dobbins lifeboats.	Surfboats.			
	34- foot.	36- foot.			Beebe- McLellan.	Mono- moy.	Other.	
305.					2			
306.		1			1	1		
307.	1			1	1	1		
308.	1				2		1	1
309.				1	1			
310.		2		1		1		
311.	1			1	2			
312.	1			1	2	1		1
314.		1		1	1	2		
315.			1	1	1			
316.	1			1	2	1		
317.		1		1	2			
318.		1			1	1	1	1
319.			1	1	1	1		
320.				1	2			
322.	1	1		1		1		1
323.		1	1	1	1	1	2	1
324.					2		1	
325.				1		1		

At Coast Guard stations a fixed beat or patrol is laid out in each direction along the shore, varying according to the conformation of the coast with respect to inlets, headlands, etc., from one-half to 2, 3, and 4 miles in length.

The station crew is divided into regular watches of two men each, and during the hours from sunset to sunrise patrol these beats, keeping a sharp lookout seaward at all times. The usual schedule is: First watch, sunset to 8 p. m.; second watch, 8 p. m. to midnight; third watch, midnight to 4 a. m.; and fourth watch, 4 a. m. to sunrise.

At sunset the first man starts out on patrol in the same direction from all stations in a district, so far as practicable. While the patrolman is out his watch mate takes the station watch, which is kept in the tower or on the beach abreast the station, as conditions may require. If the station is connected with the service telephone line the station watch makes it his business to be within hearing distance of the bell at regular intervals. In addition to keeping a watch seaward, he is on the lookout for signals from the patrolman. Upon the return of the first patrol, he takes the station watch, and the other man patrols in the opposite direction. At the proper time the man on station watch calls out the next two men, who must be dressed and ready for duty before the first two turn in.

This routine is varied to meet local conditions. In harbors and seaports fixed lookouts are usually maintained instead of a beach patrol.

Positive evidence of the integrity of the patrol and watch is required. Where stations are sufficiently close to one another to permit the entire distance between them to be patrolled, a half-way point is established. At this point each patrolman must deposit a brass check bearing the name of the station and his number in the crew. This is taken up on the next visit by the patrolman from the adja-



COAST PATROL.

Surfman making danger signal to vessel offshore.

cent station, who in turn leaves his check. The first patrolman at night returns all checks of the previous night. Where the patrols do not connect, the patrolman carries a watchman's clock or time detector in which there is a dial that can be marked only by means of a key which registers on the dial the exact time of marking. This key is secured in a safe embedded in a post at the limit of the patrol, and the patrolman must reach that point in order to obtain the key with which to register his arrival.

Where practicable, telephones are located in half-way houses or at the end of the patrols, in which case the patrolman also reports to his station by that means.

Each patrolman carries a number of red Coston signals, with which to warn a vessel standing too close inshore or to notify a vessel in distress that he has gone to summon assistance.

The same system of patrols is kept up in thick and foggy weather.

It should be stated that the beach patrol is an institution of distinctly American origin. It was devised by the former Life-Saving Service and inaugurated in that service in the early seventies.

PERIODS OF EMPLOYMENT OF SURFMEN, 1916

PERIODS OF EMPLOYMENT OF SURFMEN.

The following statement shows the periods (termed the active season) during which the stations were manned, and the number of surfmen authorized at each station. Keepers are on duty at the stations throughout the year.

Districts.	Stations.	Periods of employment (all dates inclusive).
1	Quoddy Head, Cranberry Islands, Hunniwells Beach, Cape Elizabeth, Fletchers Neck, Wallis Sands, Rye Beach, and Hampton Beach. White Head and Portsmouth Harbor..... Cross Island, Great Wass Island, Burnt Island, and Damiscove Island.	6 surfmen from Aug. 1, 1915, to May 31, 1916, and 1 additional surfmen from Oct. 1, 1915, to May 31, 1916. 7 surfmen from Aug. 1, 1915, to May 31, 1916.
2	Isles of Shoals..... Salisbury Beach, Newburyport, Plum Island, Straitsmouth, Nahant, North Scituate, Fourth Cliff, Brant Rock, Gurnet, Manomet Point, Race Point, Peaked Hill Bars, High Head, Highland, Pamet River, Cahoons Hollow, Nauset, Orleans, Old Harbor, Surfside, Maddaket, Muskeget, and Gay Head. Gloucester, Point Allerton, Wood End, Chatham, Coskata, and Cuttyhunk.	7 surfmen from Aug. 1, 1915, to May 31, 1916. 7 surfmen from Aug. 1, 1915, to May 31, 1916, and 1 additional surfman from Oct. 1, 1915, to May 31, 1916. 8 surfmen form Aug. 1, 1915, to May 31, 1916.
3	Monomoy and Monomoy Point..... City Point..... Narragansett Pier, Point Judith, Green Hill, Quonochontaug, Sandy Point, New Shoreham, and Block Island. Brenton Point, Watch Hill, and Fishers Island.	6 surfmen from Aug. 1, 1915, to May 31, 1916, and 1 additional surfman from Oct. 1, 1915, to May 31, 1916. 7 surfmen from Aug. 1, 1915, to May 31, 1916, and 1 additional surfman from Oct. 1, 1915, to May 31, 1916. 9 surfmen from July 1 to Nov. 30, 1915, and from Apr. 1 to June 30, 1916. 6 surfmen from Aug. 1, 1915, to May 31, 1916, and 1 additional surfman from Oct. 1, 1915, to May 31, 1916. 7 surfmen from Aug. 1, 1915, to May 31, 1916, and 1 additional surfman from Oct. 1, 1915, to May 31, 1916.
4	Ditch Plain, Hither Plain, Nepeague, Amagansett, Georgica, Mecox, Southampton, Shinnecock, Tiana, Quogue, Potunk, Moriches, Forge River, Smiths Point, Bellport, Blue Point, Lone Hill, Point of Woods, Fire Island, Oak Island, Gilgo, Jones Beach, Zachs Inlet, Short Beach, Point Lookout, Long Beach, Rockaway, Rockaway Point, Eatons Neck, and Rocky Point.	6 surfmen from Aug. 1, 1915, to May 31, 1916, and 1 additional surfman from Oct. 1, 1915, to May 31, 1916.
5	Spermaceti Cove, Seabright, Long Branch, Deal, Shark River, Spring Lake, Squan Beach, Bayhead, Mantoloking, Chadwick, Toms River, Island Beach, Cedar Creek, Forked River, Loveladies Island, Harvey Cedars, Ship Bottom, Long Beach, Bonds, Little Egg, Little Beach, Brigantine, South Brigantine, Absecon, Great Egg, Ocean City, Pecks Beach, Corson Inlet, Sea Isle City, Townsend Inlet, Avalon, Stone Harbor, Hereford Inlet, Holly Beach, Two Mile Beach, Cold Spring, and Cape May. Monmouth Beach and Barnegat..... Sandy Hook..... Atlantic City.....	6 surfmen from Aug. 1, 1915, to May 31, 1916, and 1 additional surfman from Oct. 1, 1915, to May 31, 1916.
6	Cape Henlopen, Rehoboth Beach, Indian River Inlet, Bethany Beach, Fenwick Island, Isle of Wight, North Beach, Green Run Inlet, Wallops Beach, Metomkin Inlet, and Parramore Beach. Lewes, Ocean City, Assateague Beach, Wachapreague, Hog Island, Cobb Island, and Smith Island.	7 surfmen from Aug. 1, 1915, to May 31, 1916. 8 surfmen from Aug. 1, 1915, to May 31, 1916. 9 surfmen from Aug. 1, 1915, to May 31, 1916. 6 surfmen from Aug. 1, 1915, to May 31, 1916, and 1 additional sufman from Oct. 1, 1915, to May 31, 1916. 7 surfmen from Aug. 1, 1915, to May 31, 1916.

Districts.	Stations.	Periods of employment (all dates inclusive).
	Popes Island.....	7 surfmen from Aug. 1, 1915, to May 31, 1916, and 1 additional surfman from Oct. 1, 1915, to May 31, 1916.
7	Dam Neck Mills, Little Island, Wash Woods, Currituck Beach, Poynters Hill, Caffey's Inlet, Paul Gamiels Hill, Kitty Hawk, Kill Devil Hills, Nags Head, Bodie Island, Oregon Inlet, Pea Island, Chicamacomico, Gull Shoal, Little Kinnakeet, Big Kinnakeet, Durants, Ocracoke, and Bogue Inlet. New Inlet and Fort Macon.....	6 surfmen from Aug. 1, 1915, to May 31, 1916, and 1 additional surfman from Oct. 1, 1915, to May 31, 1916.
	Cape Henry, Virginia Beach, False Cape, Penneys Hill, Cape Hatteras, Creeds Hill, Hatteras Inlet, Portsmouth, Core Bank, Cape Lookout, Cape Fear, and Oak Island.....	7 surfmen from Aug. 1, 1915, to May 31, 1916. 8 surfmen from Aug. 1, 1915, to May 31, 1916.
18	Sullivans Island.....	8 surfmen from Aug. 1, 1915, to May 31, 1916.
9	Sabine Pass, Velasco, Aransas, and Brazos Santa Rosa.....	6 surfmen from Aug. 1, 1915, to May 31, 1916. 6 surfmen from Aug. 1, 1915, to Jan. 2, 1916, and 7 surfmen from Jan. 3 to May 31, 1916.
10	Galveston, San Luis, and Saluria..... Big Sandy and Niagara.....	7 surfmen from Aug. 1, 1915, to May 31, 1916. 7 surfmen from July 1 to Dec. 10, 1915, and from Apr. 10 to June 30, 1916.
	Oswego and Charlotte.....	8 surfmen from July 1 to Dec. 10, 1915, and from Apr. 10 to June 30, 1916.
	Buffalo.....	8 surfmen from July 1 to Dec. 24, 1915, and from Apr. 20 to June 30, 1916.
	Erie.....	8 surfmen from July 1 to Dec. 28, 1915, and from Apr. 10 to June 30, 1916.
	Ashtabula.....	7 surfmen from July 1 to Dec. 28, 1915, and from Apr. 1 to June 30, 1916.
	Fairport, Cleveland, Lorain, and Marblehead.....	8 surfmen from July 1 to Dec. 28, 1915, and from Apr. 1 to June 30, 1916.
	Louisville.....	7 surfmen from July 1, 1915, to June 30, 1916.
11	Lake View Beach.....	7 surfmen from July 1, 1915, to Dec. 21, 1915, and from Apr. 15 to June 30, 1916. 8 surfmen from July 1 to Dec. 21, 1915, and from Apr. 15 to June 30, 1916.
	Harbor Beach, Pointe aux Barques, Port Austin, Tawas, Sturgeon Point, and Hammond. Thunder Bay Island and Middle Island.....	8 surfmen from July 1 to Dec. 21, 1915, and from Mar. 25 to June 30, 1916.
	Bois Blanc.....	8 surfmen from July 1 to Dec. 22, 1915, and from Apr. 15 to June 30, 1916.
	Vermilion, Crisps, Two Heart River, and Deer Park. Grand Marais, Marquette, Eagle Harbor, Portage, and Duluth.	7 surfmen from July 1 to Dec. 21, 1915, and from Apr. 20 to June 30, 1916.
	Mackinac Island.....	8 surfmen from July 1 to Dec. 21, 1915, and from Apr. 20 to June 30, 1916.
12	Charlevoix, North Manitou Island, South Manitou Island, Manistee, and Sturgeon Bay Canal. Sleeping Bear Point, Point Betsie, Grande Pointe au Sable, Saint Joseph, Kewaunee, and Baileys Harbor.	8 surfmen from Apr. 15 to June 30, 1916. 7 surfmen from July 1 to Dec. 31, 1915, and from Mar. 15 to June 30, 1916.
	Frankfort and Muskegon.....	7 surfmen from July 1 to Dec. 25, 1915, and from Mar. 15 to June 30, 1916.
	Pentwater, Holland, and Evanston.....	7 surfmen from July 1 to Dec. 31, 1915, and from Mar. 1 to June 30, 1916.
	White River and South Haven.....	7 surfmen from July 1 to Dec. 20, 1915, and from Mar. 15 to June 30, 1916.
	South Chicago, Kenosha, Racine, and Sheboygan.	7 surfmen from July 1 to Nov. 30, 1915, and from Mar. 15 to June 30, 1916.
	Michigan City.....	8 surfmen from July 1 to Dec. 31, 1915, and from Mar. 1 to June 30, 1916.
	Jackson Park.....	8 surfmen from July 1 to Dec. 20, 1915, and from Mar. 15 to June 30, 1916.
	Two Rivers and Plum Island.....	8 surfmen from July 1 to Nov. 30, 1915, and from Mar. 15 to June 30, 1916.
	Ludington.....	8 surfmen from July 1 to Dec. 31, 1915, and from Mar. 1 to June 30, 1916.
	Grand Haven and Milwaukee.....	7 surfmen from July 1, 1915, to June 30, 1916.
	Old Chicago.....	8 surfmen from July 1, 1915, to June 30, 1916.
13	Nome.....	9 surfmen from July 1, 1915, to June 30, 1916.
	Grays Harbor, Willapa Bay, Klipsan Beach, Tillamook Bay, Yaquina Bay, Umpqua River, Coos Bay, Coquille River, Humboldt Bay, Arena Cove, Point Reyes, Point Bonita, and Southside.	7 surfmen from July 1, 1915, to June 30, 1916. 8 surfmen from July 1, 1915, to June 30, 1916.
	Cape Disappointment and Point Adams.....	8 surfmen from July 1, 1915, to June 30, 1916, and 1 additional surfman from July 1 to Aug. 25, 1915, and from May 1 to June 30, 1916.
	Fort Point and Golden Gate.....	9 surfmen from July 1, 1915, to June 30, 1916.
	Baaddah Point.....	10 surfmen from July 1, 1915, to June 30, 1916.

¹ Eight of the nine stations in the eighth district are maintained only as houses of refuge for the succor of the shipwrecked, no crews being employed.

REPORTS OF SPECIAL INSTANCES OF AID TO
SHIPPING, SAVING LIFE, AND
SPECIAL CRUISES

REPORTS OF SPECIAL INSTANCES OF AID TO SHIPPING AND SAVING LIFE, AND SPECIAL CRUISES.

REPORT OF OPERATIONS OF BERING SEA PATROL, SEASON OF 1915.

COAST GUARD CUTTER "UNALGA,"
San Francisco, Cal., July 28, 1915.

SIR: 1. Pursuant to instructions contained in department letter of April 1, 1915, the *Unalga* sailed for Seattle April 20 and proceeded to sea. Almost continuous head winds and rough seas were encountered on the passage to Unalaska with frequent thick snowstorms latter part.

2. April 29, made night anchorage in Akun Cove. During the night the following radiogram was received from the deputy collector of customs at Unalaska: "Reported that two fishing vessels at Lost Harbor, one presumably Canadian." Answered as follows: "Will investigate at Lost Harbor tomorrow morning." At 4.25 a. m., underway and proceeded to Lost Harbor, Ankun Island, where the American codfishing schooner *Maweenah*, of San Francisco, was boarded and examined and medical treatment afforded two members of her crew. The location of the schooner was reported to Unalga Island for transmission to Merchant's Exchange, San Francisco. It was learned that another American schooner, the *Otillie Fjord*, had recently been at Lost Harbor.

3. The postmaster of Akutan, who was wind-bound at Lost Harbor in a small boat, which he had beached, came on board and requested transportation to Akutan, which was granted. At 9.45 a. m., stopped at Akutan and landed the postmaster, and then proceeded to Unalaska, arriving 4.30 in the afternoon. Mail received at Seattle was delivered to the postmaster.

4. On Saturday and Sunday, May 1 and 2, completed the work of painting coal bunkers, and on May 3, coaled ship. Received on board supplies for both Pribilof Islands, all of which were inspected by the executive officer and checked with manifests furnished. Received United States mail for the islands from the postmaster at Unalaska. At request of electrician in charge of Unalga radio station, received on board one electrician of that station, discharged from marine hospital, Unalaska.

5. Early in morning May 4 left Unalaska and steamed to Unalga Island, where electrical stores received from Puget Sound Navy Yard, and other supplies; and Electrician Second Class E. J. Cornwell, United States Navy, were landed that day. Received some lubricating oil for St. Paul Island, and mail to post. We then proceeded to Pribilof Islands, anchoring off village at St. George at 6.45 a. m. May 5. Agent Proctor came on board to confer with commanding officer. Landed mail and supplies and received mail, supplies, and

specie for St. Paul Island, and mail for posting. Completed all business and steamed to St. Paul, anchoring in Village Cove at 11.45 a. m. As previously arranged by radio, Surg. Keating went on shore at once to assist at an operation upon a native woman. Landed mail, specie, oil, and supplies, and two naval electricians who had been taken on board at Seattle, and received mail for posting. Agent Fassett came on board to confer with commanding officer. At request of agent, supplied him, on invoice, much-needed material for repairing boats.

6. The electrician in charge of the radio station, St. Paul Island, came on board and stated that, because of the arrival of the two electricians, he would be short of supplies. After conferring with Agent Fassett he was permitted to purchase from the wardroom mess such articles as the treasurer of that mess could spare. All business was completed, and the vessel awaited the completion of the operation on shore. At 6.30 p. m. the surgeon returned, having himself performed an operation for removal of gall stones upon a native woman. Got underway and stood for Unimak Pass to take up the patrol.

7. At 7.15 p. m. May 6, when 50 miles northwest of Cape Sarichef, stopped, and in answer to signal request from American ship *Bohemia*, of San Francisco, sent surgeon on board her, accompanying boarding officer. The boat brought back Fred Campbell, who a few hours before had been taken from a dory. Campbell stated he had been adrift alone in the dory 10 days, from the codfishing schooner *Galilee*, having been separated from his vessel in a blow while fishing. He was in a very serious condition from freezing and exposure. Every possible care and attention had been given him on the *Bohemia*, but medical attention could not be afforded him as they had no doctor. Campbell was at once placed in the sick bay in charge of the surgeon. This circumstance was reported to headquarters by radiogram as a matter of human interest.

8. In the afternoon of the 6th instant received a radiogram from master of American sailing ship *W. B. Flint* to the effect that on 2d instant, near Cape Lutke, he had seen the sailing ship *Star of Zealand* standing inshore and he feared she had stood into danger as he had not seen her since. Immediately ordered all speed on one boiler to proceed to the scene. Shortly thereafter the *Flint* reported the *Zealand* standing across his bow, all right. Speed was reduced to 8 knots. At midnight of the 6th, having arrived off northern entrance to Unimak Pass, and on the vessel's patrol station, slowed to await daylight.

9. On the 7th instant worked into Dublin Bay to look for the *Galilee* and advised her of the finding of Campbell. Found there the schooners *Fanny Dutard* and *Azalea*. Neither had seen the *Galilee*. They were requested to inform the master of the *Galilee*, should they fall in with her, of the finding of Campbell. These vessels, together with the barks *Star of Peru* and *MacLaurin*, later seen in Unimak Pass, were reported to the Unalga radio station. Made night anchorage at Middle Point, Unimak Isand

10. In view of the report of master of *W. B. Flint*, before mentioned, it seemed advisable at once to make the required cruise along the south side of Unimak Island. At 6.10 a. m. of the 8th, underway and stood along south shore of Unimak Island. The day was exceptionally fine and afforded a close view of the entire coast. At

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PLATE IX.



BERING SEA PATROL.

The "Unalga."

Cape Lazaref the schooner *Maid of Orleans* was found at anchor, codfishing. She was boarded and examined and her whereabouts reported to Unalga radio station. Off Dora Harbor and West Anchor Cove the American schooner *Emma*, of Unalaska, was boarded. At 5.25 p. m., when Cape Pankof bore north, distant 3 miles, turned and stood back along the northern edge of Davidson Bank. Completed this cruise by arriving and anchoring at Akun Cove at 5.45 a m., May 8. Campbell improving. It is probable that his feet may be saved.

11. At 11.25 a. m., May 9, 1915, underway from Akun Cove and proceeded to sea. During the 9th, 10th, and 11th, cruised over Davidson Bank and as far east as Sannak Bank, and thoroughly over the latter bank. The weather during this cruise was the finest the commanding officer remembers to have seen in this locality. The atmosphere was so clear during practically all this cruise that mountain peaks were dropped from sight only when they should be lost sight of by the usual geodetic formula.

12. On the 9th, in Unimak Pass, the bark *Emily F. Whitney* was sighted and reported. The schooner *Alice* was boarded and the bark *Albert* and an unidentified square-rigger were the only vessels seen. Ordinarily many fishing schooners would be seen on this cruise, but from the number of fishermen we have seen and those we have learned of in the Bering Sea, it is probable that the fishermen have abandoned the Samak grounds very early this year, if they have been there at all, and have collected in the vicinity of Dublin Bay and the Slime Banks.

13. At 2.45 a. m., May 11, received the following radiogram from the deputy collector of customs and United States commissioner at Unalaska:

Polar Bear arrived with six shipwrecked Japs that were picked up on Nunivak Island, unable to learn details, no interpreter. When will you be here?

(Sig.) BOLSHANIN.

Answered by the following message:

Expect arrive Unalaska about 20th; will go there at once if you need our interpreter before that. Suggest careful inquiry from Lane regarding conditions he found on schooner wrecked at Nunivak with view to cutter visiting the scene if circumstances warrant.

HAMLET.

14. May 11, anchored in Tigalda Bay to fill fresh-water tanks. That night the following was received:

Difficult to obtain information from crew; Lane states vessel complete wreck; was wrecked opposite village; under such circumstances information from natives would be of no value.

BOLSHANIN.

Answer:

When will Lane leave and which way will he go? Would like to arrange meeting with him. If necessary will go to Unalaska, but would prefer not get that far away from Unimak Pass. Suggest Akutan, Lost Harbor, Middle Point, or Sarichef if convenient for Lane. Please advise me at once.

HAMLET.

Received the following:

Lane will remain few days; if possible will suggest that you come here, would like to have hearing while Lane is here and have you present; everything is at a standstill under existing circumstances.

BOLSHANIN.

15. In the morning of May 12 found it impracticable to water ship on account of fresh breeze which was rapidly increasing, barometer falling. As nothing could be accomplished watering ship or cruising in the Pass on account of weather, underway and started for Unalaska. Upon reaching Akun Head there was a whole gale of wind, with driving mist and sleet. Worked slowly around Akun Head and at 1.45 p. m. anchored at entrance to Lost Harbor to await clearing weather. The collector of customs was notified that this vessel would arrive at Unalaska on the 13th. A heavy fog on the morning of the 13th cleared sufficiently to get underway at 7.15 a. m., when proceeded to Unalaska, anchoring in outer harbor at 12.40 p. m., the strong southeast "woolies," with flood tide, and the *Polar Bear* anchored in inside fairway, made it imprudent to go alongside wharf. Commanding officer, with Y. Shimada, wardroom steward, as interpreter, went on shore and investigated the matter of the Japanese schooner wrecked on Nunivak Island (see separate report at end). At 7.35 p. m., that day, conditions being favorable, went alongside wharf and commenced taking fresh water. Landed mail received from Seal Islands and from vessels boarded. Sent officer to board two vessels in port. Wardroom steward acted as interpreter for United States commissioner on shore during the afternoon.

16. On the 14th instant Fred Campbell, shipwrecked seaman, was transferred to marine hospital on shore. At 11.05 a. m. that day, having received a sufficient supply of fresh water, and mail for vessels of the fishing fleet, to be delivered should we fall in with them, underway and stood to sea. At 4.05 p. m., in squally and thick weather, made night anchorage in Lost Harbor.

17. During the entire day of the 15th the wind blew a gale from eastward; weather thick and stormy. Remained at anchor, as nothing could be accomplished cruising in Unimak Pass. The stormy, thick weather continued during the 16th. Remained at anchor. At 10.45 a. m. that day received the following radiogram:

Corwin here; have seaman with leg all fractured; impossible for doctor here to operate alone; from indications will probably be necessary to amputate. Respectfully request your doctor's assistance promptly; otherwise may result fatal on account of blood poisoning.

BOLSHANIN.

Answered:

Expect arrive Unalaska 3.30 to-day.

HAMLET.

Underway immediately, and proceeded, full speed, for Unalaska. Occasionally in the mist ahead could be seen a schooner going with us, crowding on all lower sails and making better than 10 knots speed. An attempt was made to learn her identity, but she paid no attention to our signals. Knowing that the schooner *Lizzie Vance* was daily expected with freight for the Alaska Commercial Co., concluded it must be that vessel, and that the master must be well acquainted to be crowding on sail running in on a lee shore in such thick weather and in a gale of wind. Later on it became apparent, when he could be seen occasionally in the lifts of the mist, that he was not holding high enough and that he would fall to leeward of Udkata Head, which had not been raised, though only about a mile

distant. Kept off to go to his assistance, but shortly after he was seen beating out of the bight, evidently having discovered his mistake. He set an American ensign some distance below the truck, and we bore down upon him, but the ensign was soon mastheaded. Thereupon we stood for the entrance to Unalaska Harbor, the schooner laying a course in our wake. Proceeded to Unalaska and anchored outside the reef. Sent surgeon and bayman on shore at once to attend sick man. The schooner was later made out, through the mist, standing into Dutch Harbor. Boarded steamer *Corwin* at wharf in Unalaska. Whaler *Polar Bear* still in port.

18. As the steaming time on after boiler would run out in $11\frac{8}{10}$ hours after this midnight, and as the coal supply was reduced nearly to the minimum always desirable to have in the ship for emergencies (100 tons), it seemed advisable to take advantage of the enforced visit of the vessel to Unalaska, and the time the surgeon would probably require to attend to matters on shore, to clean the after boiler and coal ship. Accordingly fires were started under forward boiler and the agent of the Alaska Commercial Co. notified that vessel would coal on the 17th.

19. Early the next morning, 17th, cut out after, and cut in forward, boiler. Sent officer to board schooner. She proved to be the cod-fisherman *Azalea*, recently boarded by us in Dublin Bay. The cook, Henry Peterson, had been taken ill after our visit and the master had started for Unalaska to place the man in hospital, but he died at sea the morning of the 16th. The master kept on, crowding his vessel, to reach port so as to report the matter and bury the body. Master was instructed to keep everyone on board until visited by the coroner.

20. At 6.15 a. m., 17th, underway and steamed to Unalaska, anchoring in inner harbor at 6.50 a. m. Informed United States commissioner and coroner of the death on schooner *Azalea* at Dutch Harbor. Weather still storming, with heavy rain. At 8.20 a. m. under way, and at 8.55 a. m. made fast to wharf. Made all preparations to coal. Weather too bad to coal ship. Surgeon and bayman returned, having amputated the right leg of J. R. Jacklin, an oiler on the steamer *Corwin*, whose leg had been caught in crankpit evening of May 15. During the afternoon weather improved somewhat and *Corwin* and *Polar Bear* stood to sea. In the evening a casual examination of after boiler, not yet cold, revealed deflection inside boxes and side tubes. Surgeon operated upon another urgent case on shore during the day.

21. At 7 a. m., 18th, commenced coaling. After boiler examined by a board convened by commanding officer. Commenced cleaning boiler and cutting out and refitting a tube which is considerably deflected. Remains of Henry Peterson, from schooner *Azalea*, were buried this day in the local cemetery. Completed coaling in afternoon; continued cleaning boiler on 19th. Surgeon treated his patients on shore. At 6.30 p. m. the *Bear* arrived and made fast to wharf. Received mail and supplies. Continued cleaning boiler on the 20th, and preparing for sea. At 7 p. m., 20th, mail boat *Santa Ana* arrived, bringing mail and Mrs. Bishop for transportation to St. Paul Island. Lieut. Harrison received commission as United States commissioner, third district of Alaska, and Lieut. MacLane ap-

pointment as deputy marshal, same district. At a conference with commanding officer of the *Bear* it was decided that, because there were no accommodations on the *Bear* for Mrs. Bishop, the *Unalga* should proceed to the seal islands. Further, a case is pending at St. Paul Island which could not be tried at last visit there of the *Unalga*, because Lieut. Harrison's appointment had not arrived. The commissioner on the *Bear* is not empowered to act in the third Alaska district; also it seemed inadvisable to subject the *Bear* to the delay which bad weather might entail at the seal islands.

22. All preparations were made on the 21st to leave Unalaska early in the morning of the 22d. Pursuant to authority of headquarters letter of April 1, 1915, Mrs. Bishop came on board in the morning of May 22 for passage to St. Paul Island. Owing to the precarious condition of the man, Jacklin, from the *Corwin*, whose leg was recently amputated by Surg. Keating, that officer was detailed to remain on shore at Unalaska and care for the sick man during the absence of the *Unalga* on cruise to Pribilof Islands. Mail and supplies for both seal islands were received on board. All stores received were examined by the executive officer.

23. At 8.20 a. m., May 22, cast off from wharf at Unalaska and proceeded to St. George Island, anchoring off the village at 7.35 a. m., May 23. Agent Proctor came on board and conferred with commanding officer. Landed mail and received mail and supplies for St. Paul Island and mail for posting, and some empty barrels to be returned to Alaska Commercial Co. at Unalaska. At request of Agent Proctor that a steam boiler on shore be examined, Second Lieut. of Engineers C. H. Johnson was detailed to make the examination requested. No other person from this command was permitted to go on shore.

24. Having completed all business at St. George Island, proceeded to Village Cove, St. Paul Island, anchoring there at 3.05 p. m. the same day. Mrs. Bishop was landed with her effects. Landed mail and supplies for St. Paul and received mail for posting. Received on board the Rev. Father Orloff, with his effects, for transportation to Unalaska. At request of electrician in charge of radio station, St. Paul, invoiced to the station 20 gallons of lubricating oil, the station being dangerously short of oil.

25. The United States commissioner and the deputy marshal were sent on shore to receive any complaints. These officers conferred with the agent, who stated that he had no complaint to make. Agent Fassett came on board and stated to the commanding officer that he did not now desire to lodge any complaint in the matter referred to in his radiogram S. R. S. No. 2, of May 3, 1915. No person from this command was permitted to go on shore except Mrs. Bishop, passenger, who landed with agent's permission.

26. All business being finished at 7.25 p. m., 23d, underway and proceeded to Unalaska. While getting underway from St. Paul Island, Lieut. Austin complained of being ill. He was at once placed on the sick list, off duty. In the morning of the 24th his condition warranted haste to Unalaska to get surgeon on board. Speed was increased to 10 knots. Anchored in outer anchorage, Unalaska Harbor, at 9.45 p. m., May 24. Surgeon came on board at once and pronounced Lieut. Austin's case not serious. Landed Rev. Father

Orloff and mail from Seal Islands. Learned that mail boat will touch here about 27th on way east.

27. From 8.30 a. m. to 5 p. m. of May 25, lay at the wharf at Unalaska, filling fresh-water tanks and completing unfinished work of cleaning after boiler; then, having received a quantity of mail for 13 vessels of fishing fleet, proceeded to sea, and just before midnight arrived on vessel's cruising ground at northern entrance to Unimak Pass. Boarded American schooner *Lizzie Vance* at Unalaska.

28. The 26th was foggy. Cruised in Unimak Pass. Boarded fishing schooner *John A.*, of Seattle, standing south, delivered him his mail, and reported him to Dutch Harbor radio station as passing out the Pass. Unalga radio station has been placed out of commission and its duties transferred to Dutch Harbor radio station. At 5.10 that night made anchorage at Akun Cove. The 27th was densely foggy all day; during the day worked up by Sarichef and into Dublin Bay, where anchored at 8.25 p. m.

29. Underway at 6.15 a. m., 28th, and worked along north shore of Unimak Island, anchoring at sea at 9.30 p. m. During day boarded and examined the following American schooners: *Fanny Dutard*, *Azalea*, *Maweenah*, and *Fortuna*. Delivered mail to all except the *Fortuna*, and received mail from all for posting. Sent surgeon on board each vessel and he rendered such medical services as were required. Underway early on the 29th and continued working to northeastward, boarding fishermen. During the day assisted small Columbia River fishing boat by towing him inshore. Boarded American fishing schooners *Galilee*, *Wawona*, *Alice*, *Charles R. Wilson*, *Glendale*, *Sequoia*, *Otillie Fjord*, and *City of Papette*. In each case mail was delivered to and received from the schooner, and the surgeon went on board and rendered such assistance as was necessary. From the master of the *Galilee* it was learned that Fred Campbell, picked up at sea by this vessel on May 6, as previously noted, had gone adrift on April 30, and that the same day Patrick Hennessy had also gone adrift from the *Galilee* in a dory. In this connection the commanding officer desires to state that immediately upon getting Campbell on board, the night of the 6th of May, the commanding officer went in person to the sick bay and interviewed Campbell as to the probability of others having been lost at the same time as he, with a view to cruising in the vicinity. Campbell seemed very rational and stated that at the time the blow came on there were no other boats down to leeward with him.

30. That night anchored off Port Moller, near the last fisherman boarded, at 7.30. At 9 a. m. of the 30th underway, and worked slowly into an anchorage near the cannery at Port Moller at 10.30 a. m. In the very strong current running out of the river nothing could be done with our boats, so the offer of the services of a gasoline tug from the cannery was accepted to take an officer and the surgeon on shore to look into matters and render medical aid to natives.

31. The position of the ship among the shoals, with a current rushing out of the river and a strong on-shore breeze, made it desirable to leave as soon as possible. Accordingly, immediately upon the return of the shore party, at 3.30 p. m., underway and stood to sea. Had conditions been favorable, the commanding officer would have gone on shore to look into the condition of the Eskimo and other natives at Port Moller, which the surgeon reported as insanitary.

Medical aid was rendered to natives where needed. Eight vessels were boarded at Port Moller. As every vessel in the fishing fleet had been boarded except the *Maid of Orleans*, and she was thought to be in the Pacific, having been recently boarded there by this vessel, proceeded on straight course for Unalaska without searching for vessels.

32. The 30th was Sunday, and Memorial Day was observed on the 31st, as required by regulations. Arrived at wharf at Unalaska at 9.40 a. m. of June 1 and made preparations for coaling and taking on school stores and supplies for the cooperative store at Atka. Coaling was delayed until 1.45 p. m. by labor troubles between the contractor and natives on shore.

33. In the afternoon the surgeon reported Lieut. Austin's condition as possibly due to tuberculosis and recommended that he be transferred to a hospital in the States for observation and treatment as soon as possible. Accordingly, preparations for the western trip were dropped and the coaling hurried.

34. Surg. Keating amputated part of one foot and all the toes of the other foot of Fred Campbell in marine hospital on shore in the forenoon of the 2d instant. At request of deputy collector of customs, received on board J. R. Jacklin and Fred Campbell for transportation to Seward, thence to go by steamer to marine hospital at Seattle. Sent all personal items of stores for Mr. Carr, school-teacher at Atka, on board schooner *Lettie*, about to sail for Atka. Received mail from post office for Seward. Received request from master of American schooner *Lizzie Vance*, at anchor in the outer harbor, to be towed to offing, as the light wind and swell made it impossible for him to beat out. As there was no other means of his being towed and the case seemed sufficiently urgent, as otherwise the vessel might be subjected to a long delay or perhaps go ashore in getting clear, agreed to tow him out.

35. At 1.30 p. m., June 2, cast off from wharf, picked up the schooner *Lizzie Vance* on his own hawsér, and stood to sea. The schooner's hawser parted just outside Princess Head, and it was necessary to pick up the tow again. Dropped the schooner 6 miles NNW. of Cape Kalekta, with a good breeze to stand offshore. Stood through Akutan Pass and to eastward. Head gales 5th and 6th delayed progress somewhat. Anchored at Seward at 7 a. m., June 7. In the afternoon of June 7 moored alongside the steam schooner *Santa Ana* at wharf, so as to be ready to transfer sick men on stretchers to the *Alameda* when she should arrive. The *Alameda* did not arrive until 2.30 a. m. of the 8th, when Lieut. Austin, Campbell, and Jacklin were transferred to her. She sailed at 3 p. m., June 8.

36. During the forenoon of the 8th took fresh water and made some necessary boiler repairs. At 6.05 p. m., June 8, cast off and proceeded to sea. Shortly after leaving Seward wharf weather shut in thick and remained so until landfall was made off Unimak Pass on the 12th. At midnight of the 9th spoke British steamer *Onward Ho*, fishing, at anchor on halibut banks 30 miles off coast of Kodiak. Weather not suitable for boarding. At 4.15 p. m. of Saturday, June 12, made fast to wharf at Unalaska. Landed all mail. Power schooner *Ruby* in port.

37. June 14 coaled ship and took on board 15 tons of sacked coal for Government school at Atka. On the 15th loaded on board the

5,000 feet of lumber and 5,000 shingles brought from Seattle for Atka. Received *Tahoma*'s gig as extra boat in the event of having passengers. Sent working party to Dutch Harbor to clean and care for service boats stored there.

38. Cast off at 3 p. m., June 15, and proceeded to sea. After a rough passage, anchored in inner harbor at Nazan Village, Atka, at 11.50 a. m., June 17. Landed mail and at once commenced unloading stores. Lieut. MacLane was detailed to audit the accounts of the native store on shore, and at once commenced that work. By 6.45 p. m., all freight was landed, underway, and steamed to outer anchorage for the night. Mr. Carr came on board and stated that he did not care to go to Unalaska for the summer. The surgeon treated natives and the United States commissioner investigated affairs in the village. The village presents its usual neat and clean appearance, judging from native village standards.

39. By the afternoon of the 18th work of auditing store accounts was finished, and sealed package of fur and money received on board consigned to the Government school teacher at Unalaska. Received mail, and at 2.15 p. m. underway at increased speed to reach Korovin Bay before night. Anchored in Sand Bay at 8.05 p. m. that day. Executive officer went on shore to ascertain condition of Government house. Found house and boat in excellent condition, except in need of painting, which was completed at noon of the 19th.

40. At 1 p. m. of the 19th, underway and stood to westward. At 10 a. m. of the 21st, anchored in Kiska Harbor. Sent party on shore to inspect Government buildings. Found them in good condition and needing no repairs or paint. Weather was overcast, cloudy, and foggy. At 10.45 a. m., party having returned, underway and stood to westward. At about midnight, 21st, when 80 miles from Attu, received the following message:

Beginning forenoon 18th and continuing irregular intervals through 19th to morning 20th occasional reports firearms have been heard close St. Paul Island. Weather thick and sea quiet. Nothing seen, but poachers believed vicinity. FASSETT.

In view of the possibility that the agent might find himself mistaken when the fog should lift, and the importance of visiting Attu, the outpost station, delivering mail, looking into affairs, and obtaining chronometer error if possible, the following reply was sent:

Gov. FASSETT, St. Paul:

Message regarding supposed poachers acknowledged. Will touch at Attu to land mail and then proceed Pribilofs direct. Keep me advised. HAMLET.

And the vessel continued on course for Attu. In the thick weather prevailing it was not prudent to increase speed.

41. Anchored in Chicagof Harbor, Attu, at 10.40 a. m., June 23. The word was passed that it was of the utmost importance that the work in hand be completed as quickly as possible. Mail was landed. Lieut. Harrison went on shore to look into affairs in his capacity as United States commissioner, to inspect service house and the village, and to distribute clothing to natives as directed in letter of commanding officer, Northern Division, of April 12. Found that service house on shore had been almost entirely unroofed by winter gales, and that temporary repairs had been made by a trader residing at Attu, for which he had used his own lumber, reports of which had been made to commanding officer at Unalaska.

42. A large working party was at once sent on shore with lumber brought from the supply in service store at Unalaska for the purpose. It was found necessary to tear out all the temporary work and make permanent repairs. It was necessary to expend one large coaling cloth and part of another from the ship's supplies to cover the roof, formerly covered with tarred roofing. There was expended all the lumber brought from Unalaska in repairing the roof and returning in kind the lumber expended by the trader in temporary repairs. While these repairs were being made fresh water was boated off for the ship's tanks, a fishing party was sent out to fish for the messes, and the surgeon inspected the village. The village was found in generally good condition relative to past years, but there is still room for improvement along sanitary lines. The American schooner *Lettie* was boarded at anchor in the harbor. Mr. T. D. Hogan, a prospector, came on board and requested passage to Unalaska, there being no other means of transportation for probably a considerable time. The ward-room officers agreed to take him in their mess, so the request was granted, as circumstances appeared to warrant granting the passage asked, and there being no expense to the Government involved.

A. B. Summerville, master and owner of the American schooner *Trilby*, stranded on Alaid Island, Semichi Islands, came on board and requested assistance in an attempt to float his vessel. The commanding officer had learned from Lieut. Hutson, who landed near the *Trilby* after the wreck of the *Tahoma*, that the schooner lay high and dry on a sand beach and that the chances of salving her seemed good. Summerville had the skids, jacks, and other gear with him at Attu which was used to haul the vessel out for winter quarters in usual circumstances, and requested the assistance of the *Unalga* in transporting this gear and himself and crew to the scene of the wreck, and such aid as might be found necessary. He was informed that certain circumstances required that this vessel hasten on her way, but that if he could get his men and material and a boat on board at once without delaying the sailing of the vessel, he would be landed at Semichi, which was on the vessel's way to the Pribilof Islands, and such assistance as could be hastily rendered would be given him to arrange the ways for launching, but that it might become necessary at any moment for the *Unalga* to leave him and his party at Semichi, and that he should therefore take a boat and all the gear, sails, provisions, etc., for the *Trilby*, in order that he might work her back to Attu when launched. All this gear and wrecking outfit was placed on board before the shore party had accomplished its work. Mail was received for posting.

43. At 5.40 p. m. the shore party came on board, having repaired and painted the service building and left it in good order. Underway at once and stood to sea at full speed, one boiler. At 8.50 p. m., the same day, anchored at Semichi Harbor, on south side of Alaid Island. Nothing could be seen of the schooner, though we were anchored close in. Summerville and party landed in their own boat to investigate. They returned at 10 p. m. and reported that the *Trilby* had broken in two and was a total wreck, not even the spars remaining unbroken. Hoisted the boat and at 10.10 p. m. underway to take the party back to Attu. Proceeded at 8 knots on account of fog. At 11.50 p. m. of the 22d received the following radiogram:

Shooting off Northeast Point and English Bay continues with increasing frequency. Strangers recently landed Zapadni and seal harems disturbed. Have doubled guards Northeast Point and Zapadni. Weather continues thick and nothing seen to evening 22d. Two vessels believed off island. St. George reports nothing seen or heard.

FASSETT.

At once started fires under after boiler to be ready to proceed at full speed immediately upon landing Summerville and his party at Attu. It being highly probable that a modern seal raider would be equipped with receiving radio set with which to ascertain the movements of guard vessels, the following message was sent in radio code to the electrician in charge St. Paul radio station, there being no means known to the commanding officer of communicating with agent Fassett by code:

Inform agent advisable to code all messages to me relative vessels vicinity your station.
HAMLET.

44. Darkness and fog delayed arrival at Attu until 6.30 a. m. of the 23d when, off the entrance to Chicagoff Harbor, the ship was stopped and Summerville and his party and outfit were lowered away in their own boat, taking in tow their skids and lumber, which was thrown overboard and rafted, and they made the best of their way into the harbor, while the *Unalga*, at 6.35 a. m., kept away at full speed, two boilers, for St. Paul Island. Headquarters was advised by a code radiogram of the position, speed, and destination of the vessel and reason for proceeding there. At 10.20 a. m. of the 25th anchored in Village Cove, St. Paul Island, and at once sent officer on shore with orders not to land, but to have agent come to landing to make any reports he desired, and to deliver to him letter arranging for ruse messages if they should be found necessary. Upon request boat waited while agent prepared his mail. Cut out forward boiler and hauled fires under it. This boiler leaked badly on the run from Attu, causing shortage of feed water.

45. Agent Fassett requested a conference with commanding officer, and he was invited on board for the purpose, and offered a boat upon his signal request for it. Preparations were made to get underway at 2.30 p. m., but upon signal from agent for a boat, sailing was delayed, and he came on board to call upon and confer with commanding officer. He had nothing to report beyond the matters contained in his radiograms quoted above. Upon landing the agent, at 4.40 p. m. of the 25th, underway and stood along shore to northward, intending to cruise within the 50-mile circle, as it seemed probable that anyone having enough information to approach the Seal Island while the patrol vessel was approaching the farthest limit of her district would probably know the *Unalga's* coal supply was getting low, and that she must soon go to Unalaska for coal. Therefore, it was decided to send a ruse message in plain language and cruise within 50 miles of St. Paul, to husband coal and water supply. At 8.40 p. m., in dense fog, anchored off North Point to await clearing weather. Necessary to evaporate make up feed water for boilers on account of shortage of fresh water.

46. Dense fog prevailed until 1.30 p. m. of the 26th, when underway and stood to northward. Cruised in vicinity of the islands 26th, 27th, and 28th. On the morning of 28th stopped for 30 minutes off village landing, St. George. Agent Proctor came off and brought mail for St. Paul and for posting. Rev. Father Kashevaroff came on

board and requested passage to Unalaska, which was granted, at no expense to the Government. Agent Proctor was given a disk code and arrangements were made for ruse messages should they become necessary. He reported nothing of interest had happened at St. George. Cruised to northward. At 11 a. m. learned that mail boat *Santa Ana* would reach Unalaska to-morrow noon. Sent code message to agent at St. Paul Island to send boat out to meet ship with his mail. Increased speed to 9 knots. It seemed advisable, in view of the fact that the vessel must proceed to Unalaska in a few days in any event, to go there at once in time to get on board the monthly mail boat the mail which had accumulated on board. At 1.55 p. m. stopped in Village Cove and picked up St. Paul mail and proceeded on course for Unalaska at 9 knots in order to intercept mail steamer.

47. Made fast to wharf at Unalaska at 4.30 p. m., June 29. Placed mail on board steamer *Santa Ana* and she sailed shortly afterwards. Found U. S. S. *Prometheus* at anchor in outer harbor. The boot topping was much in need of cleaning and painting, so delayed commencing coaling until noon, June 30. Engineer's force immediately undertook repairs to and cleaning of forward boiler. This boiler had some 71 steaming hours yet to go, but as it had to be emptied to make repairs, and as it will be needed probably until vessel reaches San Francisco, on account of deflected side boxes in after boiler, instructions were given to clean it. Coaling was completed at 4.45 p. m., July 1. Advantage was taken of the fairly good weather while in port to give the vessel a much-needed cleaning and touching up. The *Prometheus* sailed for Pribilof Islands on July 3, taking all mail.

48. The 4th of July fell on Sunday, and the ship was full dressed on the 5th. Salute was omitted on account of being alongside wharf. The day was windy, rainy, and disagreeable, and no sports could be held. On the 7th the Infantry section was landed for drill on shore. All work on boilers being completed at 4 p. m. of the 7th, and having received stores for both seal islands, all of which were inspected, cast off and stood to sea. Stopped off St. George Island at 3.50 p. m. of the 8th for 15 minutes while boat came off from shore and received stores and brought mail for posting. Agent reported nothing unusual. Cruised to westward until 11.28 a. m. of 9th, when anchored in Village Cove, St. Paul Island. Because the services of the surgeon were required at the hospital on shore at an operation upon a man from the *Prometheus*, remained at anchor until 8 a. m. of the 10th, when underway and cruised around the islands, except from 7.15 p. m. of the 12th to 8.08 a. m. of the 13th, when lay at anchor off St. George until 2 p. m. of the 15th, when laid course for Unalaska, where made fast to wharf at 7.50 a. m., July 16, thus completing the patrol duty assigned by Headquarters letter of April 1, 1915. U. S. lighthouse tender *Kukui* in port. During the cruising around the Pribilos only a few seals were seen 50 or more miles off, but the numbers increased rapidly as we approached shore, being plentiful inside of about 20 miles off.

49. On July 11 the following radiogram was received:

Omar J. Humphrey reports his steamer *Alliance* left Unalaska for Kuskekwin 16 day ago; not heard from since; fears accident or total lack of fuel. Investigate and report. Render such assistance as practicable.

DUNWOODY.

The general call was at once sent out. Information of her was obtained from Dutch Harbor, and on July 11 the following radiogram was sent:

GOVERNMENT COAST GUARD, Seattle:

At 10.12 night of July 8th *Alliance* reported herself four hours out of Akutan, sailing direct to Seattle, where she expects to arrive July 18.

HAMLET.

50. Cleaned and painted water line and then coaled ship. Owing to the high price of coal at Unalaska, only enough coal was taken to reach San Francisco and have a small margin with which to answer distress calls en route. Received from Government school-teacher at Unalaska \$599.35, 1 sealed bag of furs, and 1 box of merchandise, for forwarding to W. T. Lopp, Chief of Alaska Division, Bureau of Education, Seattle, Wash.

51. At 8.30 a. m. of July 17 the *Manning* arrived and made fast to wharf. Commanding officer of *Manning* relieved commanding officer of *Unalga* of all duties in connection with Bering Sea patrol and as custodian of Government reservation at Unalaska. Notified agents at St. Paul and St. George that this vessel had been relieved by the *Manning*. Received on board all mail for States. At request of commanding officer, U. S. S. *Prometheus*, received on board one seaman for transportation to the receiving ship at San Francisco, to be dishonorably discharged. Mr. S. Applegate, of Berkeley, Cal., came on board at 2 p. m. as guest of commanding officer. Second Lieut. of Engineers F. C. Allen, detached by radiogram of commanding officer Northern Division, of 4th instant, left vessel to join *Manning*.

52. At 3 p. m., July 17, cast off from wharf at Unalaska and stood through Unalga Pass to sea. Took departure off Unalga Island at 6.15 p. m. and laid course on great circle track for San Francisco. After a pleasant and uneventful voyage, anchored at Sausalito, Cal., at 8.20 a. m., July 28. Landed mail. Reported arrival to Headquarters by telegraph, and reported the vessel to commanding officer, Southern Division, for duty in that division.

53. The heartiest possible cooperation has been given the commanding officer by all commissioned and warrant officers attached to this command, and the zeal and attention to duty on the part of all officers and enlisted men has been commendable. The weather during the cruise has been generally very good as regards gales, and with comparatively little dense fog. The ship has exhibited her usual fine qualities in stability, seaworthiness, and handling. Radio and all other apparatus has been eminently satisfactory, barring deflected tubes and leaky nipples in boilers. There is submitted as part of this report, but under separate cover, track charts of the cruise.

Respectfully,

H. G. HAMLET, *Commanding*.

To the CAPTAIN COMMANDANT.

COAST GUARD CUTTER "UNALGA,"
Unalaska, Alaska, May 13, 1915.

SIR: 1. The American power whaling schooner *Polar Bear*, of Seattle, L. Lane, master, arrived at Unalaska, Alaska, May 11, 1915, with six Japanese, found May 6 and 8, 1915, on Nunivak Island.

2. The circumstances were investigated May 13 by the commanding officer of the *Unalga* and the following recital of what may have happened, as gleaned from the statements of those interviewed, is submitted:

The *Dyfuku Maru* was a three-masted schooner of about 50 tons, hailing from Ehimeken, Japan, Sakataro Kikuchi, master and part owner. Besides the master the following were on board: Shoichi Ishioka, Shimatara Miomoto, Makitara Maximoto, Takasavaro Tanaka, Yoshikitai Maximoto, Tandajaro Yamanda, and Buntaro Kikuchi, eight in all. The vessel carried no cargo and had no shooting or trapping gear, according to the statements of the men. The expedition appears to have been one of adventure, planned by the master, and perhaps Shimatara Miomoto was a directing spirit, the specific object of which, all who were interviewed stoutly maintained, was to voyage to Vancouver Island or some other place in Canada in search of work. The members of the expedition seem to have been required to pay to the master varying sums for the privilege of making the voyage.

3. Manned as stated in the preceding paragraph and laden only with provisions and fresh water, the *Dyfuku* sailed from Kobi, Japan, about June 16, 1914, and about the 4th of July, 1914, sailed from Barshu, where she had stopped to make some repairs.

4. The master appears to have navigated the vessel, using sextant and steering by compass, for about 20 days, during which but little progress was made to the eastward on account of head winds. Then the master fell ill, took to his bunk, and appears to have had nothing further to do with the navigation of the vessel. Thereupon Ishioka, who stated that he was boatswain or mate, took charge. He states that he had no chart and steered such courses as he thought would take him along the south side of the Aleutian Islands. According to his statement he has no idea how he entered the Bering Sea, but some 40 days after leaving Barshu, land was made to the northward. (This, in his narrative, would be St. Lawrence Island, and the date about August 14.) He then steered more to the eastward, and after two days made shoal, discolored water, as if out of a river. (This would correspond to the mouth of the Yukon, and the date about August 16.) He then steered south. On a date which appears to have been August 17 the master died in the morning and his body lay in his bunk. That night the vessel struck on a reef near Cape Mohican, close to the shore, on the west side of Nunivak Island. She immediately broke up. The seven members of the crew reached shore safely. They remained in the vicinity of the wreck about eight days, picking up such articles of food and clothing as washed ashore. Then they divided into two parties, Miomoto, both Maximotos, and Kikuchi going south and the others north to seek assistance. The north party after several days' travel reached the native village of Koot, near Cape Etolin, and the south party reached the native village of Kwigamuit, near Cape Mendenhall, at which places, with the exception of Buntaro Kikuchi, they were found by the *Polar Bear*, the north party on May 6 and the south on May 8, and brought to Unalaska.

6. According to the statements made, Buntaro Kikuchi started out alone during the winter to seek passage by boat to the Kuskoquim River. He never returned and they assume that he froze to death.

Nearly all the survivors have frozen feet or toes, two requiring amputation of parts of the feet. They state that these injuries were received while making trips in the winter in hopes of finding some means of getting away from the island. Makitara Maximoto and Takasavaro Tanaka were sick in the hospital and were not interviewed. It appears that all were well treated by the natives of Nunivak Island.

8. Viewed only in the light of reasonableness, the tale told by these people seems romantic and difficult to believe, but the frankness of demeanor of each man and the consistence of the stories told by each separately, and the circumstances as related by Capt. Lane, of the *Polar Bear*, all seem to bear out the almost incredible story they tell. In view of the probable impossibility of obtaining any evidence that these persons have violated any law of the United States or of the Territory of Alaska, if indeed such evidence exists, it seems necessary to accept the foregoing as the reason for the persons named being found in the country.

9. The United States commissioner at Unalaska has this day taken steps to cover their cases as aliens illegally in the country through force of circumstances beyond their control.

10. Y. Shimada, wardroom steward of this vessel, acted as interpreter for the commanding officer's interview with the Japanese and later in the proceedings before the commissioner.

Respectfully,

H. G. HAMLET, *Commanding.*

To the CAPTAIN COMMANDANT.

COAST GUARD CUTTER "MANNING,"
Seattle, Wash., September 21, 1915.

SIR: 1. In obedience to Headquarters order of June 15, 1915, the following report of the operations of this vessel during the season of 1915 is respectfully submitted.

2. The *Manning* left Seattle, Wash., at 9.30 a. m., July 5, 1915. Gentle to moderate WSW. to WNW. breezes were encountered, with the exception of northeast gale on the 10th and a pleasant run was made across the Pacific, arriving at Unalaska July 17. The *Unalga* and lighthouse tender *Kukui* were in port, and the U. S. S. *Prometheus*, arrived at Dutch Harbor later the same day. In accordance with Headquarters order dated June 15, 1915, the *Unalga* was relieved from further duty in connection with the Bering Sea patrol on July 17, at 10 a. m., a report of all matters in connection with the patrol up to date was furnished by the commanding officer of the *Unalga* upon being relieved, and the latter vessel sailed for Seattle on the 17th. All vessels in port were boarded.

3. All mail and freight which had been received at Seattle for delivery at Unalaska was delivered, and the rest of the day spent landing and transporting spare stores to warehouse on shore; the 19th and 20th were occupied in coaling ship. July 21, at request of the commanding officer of the U. S. S. *Prometheus*, received on board certain supplies for delivery to naval radio station at St. Paul Island; received articles of freight, with duplicate invoices for delivery at seal islands, also mail for Atka and seal islands, and a supply of

coal for delivery to Government school-teacher at Atka. At 3 p. m. June 21, sailed for Atka, rainy disagreeable weather with dense fog being encountered from the time of leaving Unalaska until arrival at Atka 9.30 a. m. June 23.

4. Convened a board composed of Second Lieut. of Engineers T. H. Yeager and Third Lieut. W. P. Kain, to audit Government store and school accounts, in accordance with Headquarters order of June 15, 1915, these officers being relieved from all other duties in order to finish the work and proceed on patrol duty as soon as possible. Landed mail and articles of freight for Government school, and detailed the surgeon to inspect the village and render such medical assistance as was necessary. Board employed during the 23d, 24th, 25th, and 26th in taking invoice of articles in store and auditing accounts on shore, and working on the books during the evenings on board the vessel.

5. At 1 p. m., July 26, the board having completed its work, got underway, steamed out of Atka, and shaped course to take vessel 10 miles west of southwest point St. Paul Island, set continuous day and night lookout and kept sharp watch for vessels of all kinds. At 8.15 p. m., July 28, made southwest point St. Paul Island, bearing NE. $\frac{5}{8}$ E. and began patrol around the Pribilof Islands, covering a zone during this cruise of approximately 110 miles radius. At 10.05 a. m., August 4, came to anchor off east landing, St. Paul Island; A. B. Hanna came on board for transportation to St. George Island, for purpose of counting seals. Landed freight and mail for St. Paul Island on duplicate invoices certifying that there was no alcoholic liquors in the packages, the receipts being signed by the agent; received mail for St. George Island, and at 10.55 a. m. steamed for St. George Island.

6. At 5 p. m. stopped off north anchorage St. George Island and landed A. B. Hanna and mail, received from agent mail for Unalaska, and then resumed patrol on course NE. $\frac{5}{8}$ E. At 11.40 a. m., August 8, stopped off Garden Cove, St. George Island; received on board Mr. Hanna for return transportation to St. Paul Island, and steamed for the latter place, arriving off east landing late in the evening. Landed Mr. Hanna and mail for the island. Agent at St. Paul Island came on board to confer with the commanding officer.

7. At 8.20 a. m., August 9, got underway and proceeded to Unalaska to coal ship and overhaul machinery. Arrived the evening of the 10th and delivered to postmaster at Unalaska the mail received at Atka and the Pribilof Islands. Employed overhauling machinery and coaling ship from the 10th until the morning of the 15th, on which latter date the *Manning* steamed out of harbor and proceeded to the westward, visiting the villages of Makushin, Kashega, and Chernofski. At each place the surgeon was sent ashore to inspect the village and give such medical treatment to the natives as might be necessary.

8. After leaving Chernofski the morning of the 17th, turned to the eastward, visited the villages of Biorka and Akatan and the whaling station opposite the latter village. At each place the surgeon was sent ashore to inspect the village and render medical aid to the natives. On the evening of the 18th returned to Unalaska to make preparations for an extended cruise to the westward.

9. On August 27 left Unalaska and proceeded to the westward along the south side of the Aleutian Islands, having received on board for transportation the Government school-teacher at Atka, together with mail and supplies for the Bureau of Education. Arrived off Nasan village, Atka Island, on the 29th. The mail and supplies for the Bureau of Education were landed and the Government school-teacher left the vessel. The surgeon visited the village and rendered medical aid to the natives. Left Atka on the evening of August 29 and arrived at Chichagoff Harbor, on the island of Attu, on the morning of September 1. The surgeon made the usual inspection of the village and rendered medical aid to the natives, and later in the day the *Manning* left the harbor and proceeded to the seal islands.

10. Arrived at St. Paul Island on the morning of September 4, and having ascertained by radio that the agent was not in need of any assistance and had no mail to go south, proceeded to St. George Island and communicated with the agent there. It was ascertained that no further assistance could be rendered by the cutter and that the mail for the department was expected to leave later on the naval collier *Saturn*, which was at that time delivering supplies at the islands. The *Manning* thereupon sailed for Unalaska, arriving on the morning of the 7th. Finished coaling ship on the 8th, and the vessel being detained in port during the 9th, 10th, and 11th, owing to a heavy gale prevailing, advantage was taken of the opportunity to overhaul and adjust machinery. On the 11th the cutter *Bear* arrived from her northern cruise.

11. At 9 a. m. September 12, having received from the postmaster at Unalaska the mail for delivery at Seattle, the *Manning*, having concluded her duties in connection with the Bering Sea patrol, sailed for Seattle. Gentle to moderate southwest to northeast breezes were encountered, and after a fine run arrived at Seattle on the evening of September 20.

12. Delivered the mail from Unalaska to the postmaster at Seattle and reported for duty to the commanding officer of the Northern Division.

Respectfully,

F. G. DODGE, *Commanding.*

To the CAPTAIN COMMANDANT.

REPORT OF NORTHERN CRUISE, SEASON OF 1915.

COAST GUARD CUTTER "BEAR,"
San Francisco, Cal., November 29, 1915.

SIR: 1. When the *Bear* anchored to-day, the duties assigned by Headquarters order of April 10, 1915, had been completed. During the cruise the vessel has been underway 2,247 hours, and has covered a distance of 15,210 miles.

2. The *Bear* sailed from this port May 2, 1915, stopped en route at Ladysmith, British Columbia, for coal, and at Seattle, Wash., for northern mail and supplies, arriving at Unalaska May 19, 1915.

3. As the cutter *Unalga* was in port and intended proceeding to the Pribiloff Islands, passenger, freight, and mail were transferred

to that vessel, and after filling bunkers to capacity and taking an additional supply on deck, sailed May 23 for Nome, arriving at that port 2.10 a. m., May 28, 1915. As soon as mail was landed, proceeded to St. Michael and landed mail for that port on the 29th. While awaiting the arrival of the first Nome steamers, held small-arms target practice on the range at Fort St. Michael.

4. On June 7 steamed along the north shore of Norton Sound, thence to southward in the general direction of St. Lawrence Island to develop ice conditions. Advantage was taken of the opportunity to hold the semiannual target practice for great guns after clearing the ice and while awaiting the arrival of the first vessels from the southward. As soon as radio communication was established with the steamships *Victoria* and *Senator*, these conditions were reported, with instructions how to avoid the heavy ice, after which the *Bear* returned to Nome for the incoming mail.

5. After the official mail had received attention, proceeded to St. Michael and completed small-arms target practice and returned to Nome on June 21, 1915, having stopped en route at Golofnin Bay for water. Received on board the United States mail and Mr. W. C. Shields, representative of Bureau of Education, and steamed for St. Lawrence Island, but being unable to land and the time for cleaning boiler having long since passed, headed for St. Lawrence Bay, Siberia, arriving there at 4.25 p. m. June 23, and anchored in Lutke Harbor. The boiler was cleaned and the fresh-water tanks filled, and on June 27 steamed for St. Lawrence Island, and arrived off the village at 2.40 p. m. of the 28th. At 10.40 p. m., having completed all business at this island, steamed for Nome, and arrived there 10.10 p. m. July 2. Stops were made en route at Emmatown, Siberia, Little Diomede Island, Cape Prince of Wales, Port Clarence, and King Island, at all of which places such business as came up received attention.

6. After coaling ship, steamed from Nome for St. Michael, on July 7, and arrived there the following morning. As weather permitted, small-arms target practice for six months ending December 31, 1915, was held, and the vessel returned to Nome July 16. The Bureau of Education desiring to put new teachers on St. Lawrence Island, and everything indicating southerly weather, the vessel stopped at Nome only long enough to receive the teachers, mail, and their stores before sailing for that island. On the forenoon of July 19 arrived off North Cape, and at 6.35 that same evening arrived off the village and landed passengers and freight.

7. While returning to Nome received information that the steamer *Latouche* was proceeding to St. Michael with the Nome mail and would remain there until all or most of her freight was unloaded. Proceeded to the latter port and received 140 sacks Nome mail. This reached Nome a week or 10 days earlier than if it had not been transported on this vessel.

8. Steamed from Nome July 26, after the passengers, mail, and stores had been received for cruise in the Arctic Ocean and Point Barrow. Stops were made at Port Clarence for water and at Cape Prince of Wales to take on board a native interpreter, furnished by the Department of Justice, for the United States commissioner on board, and arrived off Cape Blossom at 1.55 p. m. July 31. Owing to heavy southerly swell, a landing was not possible until the morn-

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PLATE X.



ARCTIC CRUISE.

The "Bear" in the ice, Golofnin Bay.

ing of August 2. The mail from Nome was landed and such northern mail as had accumulated since the last overland mail left was received on board, and at 10.15 p. m. August 2 steamed north, arriving at Point Hope at 6.20 p. m. August 3. Stops were made between Point Hope and Point Barrow at Cape Lisburne August 4 to water ship; at Cape Beaufort to inspect reindeer herd; and at Wainwright to land teachers, mail, and stores. Arrived off the village at Cape Smyth (Barrow) at 11.50 p. m. August 7. Missionaries, mail, and stores were landed. During the day opportunity was afforded Supt. Shields, Bishop Rowe, and such others as had business to visit the village and attend to same.

9. At 5 p. m. August 8 steamed to southward after having completed all business and received the mail. Stops were made at Wainwright, where the outgoing school-teachers were taken on board; at Icy Cape, where Bishop Rowe, Supt. Shields, the commissioner, and surgeon, visited the village; at Cape Beaufort to permit the surgeon to treat a sick native woman; at Point Hope, where some delay was experienced owing to strong northerly gale blowing, but such matters as needed attention were looked after, and at 8.30 p. m. August 14 anchored off Kivalena. The school, village, and reindeer were inspected by the proper authorities and opportunity given Bishop Rowe to hold divine service.

10. The next stop was at Cape Blossom, where a stay of three days was made to permit of visiting the new village of Noorvik, on the Kobuk River. After leaving Kotzebue Sound an attempt was made to land at Cape Serdge, but this was impossible on account of the heavy ice which lined the Siberian coast as far south as Whalen, on the north side of East Cape. A stop was made at Emmatown, on the south side of the cape. Stops were also made at Little Diomede Island and Cape Prince of Wales, and the vessel arrived off Nome at 8.20 a. m. August 22, 1915, where mail and passengers were landed.

11. Mr. W. T. Lopp, Chief Alaska Division, Bureau of Education, was transported to Cape Prince of Wales on August 23-24. A second trip was made to St. Michael, at the request of the postal authorities, to transport mail from the outside, 210 sacks being carried at this time.

12. While in Kotzebue my attention was brought to the fact that the United States commissioner from Candle had collected a tax of \$6 from each native who operated a oomiak (native skin boat) for hire. Upon returning to Nome a protest was lodged with the United States district attorney, and information has since been received that the commissioner had been directed to refund the money.

13. The time having passed for cleaning boiler, proceeded to Unalaska from Nome on September 3, and arrived there September 11. Stops were made en route at King Island and St. Lawrence Island. At Unalaska the main boiler was cleaned and several leaky tubes were renewed. The mail and stores for the Pribilof Islands were taken on board, and on October 2 steamed from Unalaska for Nome, arriving off the latter port at 7.05 p. m. October 6. Owing to rough weather a landing was not possible at St. George Island,

but the mail and stores were landed at St. Paul Island on the afternoon of October 3.

14. Upon arrival at Nome it was found that a number of natives from Cape Prince of Wales and a few families from King Island and Little Diomede Island had been prevented from reaching their homes by the very stormy weather that had prevailed throughout the month of September. These natives, 91 in number, were taken on board with their supplies and boats (5 in number), and taken to their homes. Passage was furnished Mrs. J. H. Maguire, school-teacher, from Nome to Cape Prince of Wales. Mail and stores for the school-teacher and native cooperative store on St. Lawrence Island were also delivered on this trip. The vessel got underway at 4.20 p. m. October 8; landed natives at King Island the following morning, and those for Cape Prince of Wales and Little Diomede Island during the afternoon of the 9th of October, after which steamed for Port Clarence to repair leaky tubes in main boiler. While at anchor off Teller reindeer station the master of the schooner *Challenge* came on board and requested assistance in floating his vessel, ashore in Grantley Harbor. The launch with sufficient force was sent the following morning and floated the vessel without much difficulty. A report of this assistance has been forwarded to Headquarters. At 4.50 p. m. October 12, the gas schooner *Silver Wave* anchored near by. The master came on board and reported that Mr. L. L. Mason, of Candle, had suffered a stroke of apoplexy and requested that he be transferred to the hospital at Nome. The surgeon was sent aboard to examine the patient, and upon his recommendation the latter was brought on board and taken to Nome. The master of the *Silver Wave* reported that he had made two unsuccessful attempts to reach his destination—Kotzebue Sound ports—but had been prevented by rough weather. He later returned to Nome, having been stopped by young ice off Cape Espenberg. At 4 a. m. October 13 got underway, and reached Nome at 4.45 p. m., where the sick man was transferred to the hospital. October 14 steamed for St. Lawrence Island, arriving there at 9.35 a. m. October 15, and landed mail and stores. As soon as this was completed received outgoing mail and steamed for Nome, where arrived at 1.30 p. m. October 16.

15. During the forenoon of October 21, the wind and sea making from southeast, put to sea for safety, and at 10.30 the following morning anchored off Sledge Island. Shortly after anchoring received a radio message from United States deputy marshal at St. Michael that 18 persons, 2 of whom were invalids, were stranded at St. Michael. Got underway and reached St. Michael at 7.05 a. m. October 24. After much difficulty the passengers and their effects were transferred to the *Bear* and taken to Nome. A special report of this cruise was submitted to Headquarters.

16. A considerable quantity of mail, about a ton, arrived on the steamship *Senator*, for St. Michael, and as another mail was due on the steamship *Victoria*, the postal authorities requested that this be transported on the *Bear* to relieve the situation. Proceeded to St. Michael and landed the mail October 28, returning to Nome the following day. A quantity of fresh meat was also carried from Nome for the commissary of Fort St. Michael. More difficulty was

experienced landing the mail and stores than on the previous visit, October 24, owing to ice and strong easterly wind.

17. October 31 the steamship *Victoria* arrived with the mail. Received mail for this vessel and for the Pribiloff Islands. The following destitute persons were received on board in accordance with Headquarters letter of August 25, 1915: W. V. Brock, Wm. MacCauley, Fred Nordine, Joe Addison, V. E. Hillman, G. Pappas, G. Aubert, F. Forsen, V. Tozer, John Smith, Roy Stump, Tony Bulatovitch, F. A. Smith, B. A. Bennett, W. A. Saunders, M. Marks, S. Wasky, R. S. Peterson, T. Birdo, and Dan Dalloff. Rations were issued to all these people. As the steamship *Victoria* expected to remain in port only a short time, the *Bear* left Nome at midnight October 31, and steamed to southward, keeping in radio communication with the *Victoria* at all times. Heavy weather was encountered all the way south. The mail was landed at St. Paul November 4, but not until November 6 was a landing possible at St. George Island. The mail and stores for this island were transferred to one of the island boats, which was hauled back to the island with a long line. After the mail was landed proceeded to Unalaska, arriving November 8. Coaled ship and repaired leaky tubes in main boiler. Two destitute seamen were given passage from Unalaska to Seattle, and rations issued to them. While at anchor off the village at St. George Island on November 5, awaiting a chance to land mail and stores, the fluke of starboard anchor carried away in a heavy squall. Three squaw men (Matson, Munson, and Martin) had requested transportation from Nome to Unalaska, but this was refused, as there is not enough work in the latter vicinity for the people already there, and judging from past experience there would have been another request to carry these men back in the spring.

18. The steamship *Victoria* reported passing through Unimak Pass at 6 a. m. November 7. Having taken sufficient coal and completed boiler repairs, sailed from Unalaska November 9. Strong southerly and southwest breezes to gales were encountered throughout the trip across the North Pacific, together with very rough seas. Passed in by Cape Flattery 4.20 a. m. November 18, and arrived at Ladysmith, British Columbia, November 18. November 20, having filled bunkers to capacity, steamed for Seattle, arriving there Sunday, November 21. Reported to northern division by wire and landed mail and passengers. En route the gig partly filled with water and bent the after davit.

19. Under division commander's order, steamed from Seattle November 22 and arrived at Port Angeles 6.15 a. m. November 23. In accordance with headquarters order of May 19, 1915, exchanged wardroom stewards with the cutter *Snohomish*. At 12.45 p. m. proceeded to sea and arrived at San Francisco November 29.

20. In the neighborhood of Columbia River and as far south as Cape Blanco very heavy weather and tremendous seas were encountered. The rigging band on dolphin striker and the funnel on topgallant mast slipped during the heavy rolling and pitching of the vessel early in morning of November 25. Later it was found that the jibboom was sprung. The topgallant yard was sent down, the headsails unbent, and the wireless antennæ brought down to topmast head to relieve the strain. Preventer topgallant stay was also set up.

Shortly after the headgear was secured the second whaleboat partly filled with water and bent the after davit. At 5 p. m. of the same day the peak of the main gaff carried away. The dolphin striker and topgallant mast were not considered first class last spring but were passed as being good enough for another season. All these items are mentioned in my letter on repairs, submitted herewith.

21. During the cruise the following passengers were carried:

F. S. Hersey, representative of Smithsonian Institution. Headquarters letter April 10, 1915. Reported on board April 28; departed June 1.

G. H. Morse, electrician, first class, United States Navy; came on board May 10, 1915; departed May 21. Letter of April 28, division commander.

J. Ross came on board May 23; departed May 28.

W. Johnson, assistant superintendent, Bureau of Education, came on board June 12; departed June 21; July 18 to 22, inclusive.

W. C. Shields, superintendent northwestern division, Bureau of Education, came on board June 21; departed July 2; July 26 to 31, inclusive; August 1 to 26, inclusive.

Mrs. M. G. Coffin, Government school-teacher, June 28 to July 2, inclusive.

Mrs. J. H. McGuire and son, Government school-teacher, June 30 to July 2, inclusive. Mrs. McGuire, October 8 to 9, inclusive.

Col. W. P. Richardson, United States Army, came on board July 3; departed July 4.

W. P. Mullen came on board July 16; departed July 18.

E. V. Godsave, Government school-teacher, came on board July 18; departed July 19. Mrs. E. V. Godsave, same dates.

Bishop P. T. Rowe came on board July 26; departed August 22.

J. H. Browning, companion to bishop, came on board July 26; departed August 22.

E. M. Forrest and wife, Government school-teachers, came on board July 26; departed August 7.

Dr. J. H. Spence and wife, missionaries, came on board July 26; departed August 8.

W. S. Adlooat, native interpreter, came on board July 26; departed August 25.

Rev. A. R. Hoare, missionary, came on board August 4 to 22, inclusive.

W. B. Van Valin, wife, and child came on board August 9; departed August 22.

A. T. Rogers, Government school-teacher, came on board August 14; departed August 22.

W. T. Lopp, chief of Alaska division, Bureau of Education, came on board August 23 to 25, inclusive.

Miss Edna Cameron, Government school-teacher, came on board August 23; departed August 26.

Arthur Cole, guest of wardroom officers, came on board August 23; departed August 26.

James H. Fehse, United States mail clerk, came on board August 26; departed August 29; October 28 to 30, inclusive.

L. L. Mason, invalid, came on board October 12; departed October 13.

The following passengers, transported from St. Michael to Nome, came on board October 24 and departed the 25th: J. T. Fears, R. R. Henderson, H. Riley, Mrs. C. Estmere, Mrs. F. McGibney, D. Daniels, R. D. Bruhn, P. B. Walsh, D. Mutchler, S. York, H. Hasegawa, E. J. Davis, J. Cameron, J. Ford, Mrs. J. Ford, B. A. Meyers, F. Courtney, and William Detering.

E. Johnsson, mail clerk, came on board October 28; departed October 30.

Twenty destitutes, named in paragraph 17, came on board October 31 and departed November 21.

George Nelson and John Gerhard, destitute fishermen, came on board November 9 and departed November 21.

Mr. J. C. Evans was on board from May 11 to July 26 and Mr. Louis Strauss from November 9 to November 21 as guests of the commanding officer.

22. During the summer it has been the practice to afford aid to the natives where possible without diverting the vessel from her regular duties. The natives were not in as prosperous condition this year as last, owing to decrease in price of furs.

23. Attention is called to the small gas boats from Nome trading along the Siberian coast. All the vessels carry whisky and trade in violation of the Russian law. It is suggested that they be not cleared from Nome to engage in this illegal traffic. It is understood that one vessel, the *Diamond L*, with her furs, was seized off Emmatown, but owing to ice conditions the matter could not be investigated. Her master, Max Gotschalk, was taken to Petropaulovsk, however; but this, I understand, was for a crime committed in Russian waters several years ago.

24. Two vessels, the *Corwin* and the *Belvedere*, were engaged in walrus hunting this season, but both operated in Siberian waters or on the high seas, principally it is presumed because the ice was on that side. The *Corwin* took 1,354 and the *Belvedere* 500. The hunters claim that 1 in every 3 walrus slain is secured, but many other experienced people claim that not more than 1 in 10 is secured. Probably a mean of these two statements is a very good estimate. It can readily be seen that very soon the herd will be greatly decreased, and certainly will make it harder for the natives to secure the number required for their food. No foreign vessels engaged in this trade this year. Many complaints were received from the natives and white people interested in the natives' welfare protesting against this wholesale slaughter of this source of food for the natives.

25. No serious violation of law was reported during the past season. Several natives came on board to consult the commanding officer, having already consulted the commissioner on shore, about securing divorces. One man in particular claimed that a former missionary had compelled his wife to marry another man; this former husband has left his village and is living with another woman in the interior, but he can not get married because his former wife has no money to go to Nome to obtain a divorce. It is recommended that authority be given the commissioner to try such cases among the natives.

26. All the officers and crew have performed the duties assigned them in a cheerful and efficient manner. There has been no serious

illness on board. One case of tuberculosis developed and was sent to Port Townsend in accordance with instructions from Headquarters. Asst. Surg. J. G. Townsend, Public Health Service, has taken the greatest interest in his work, and has the confidence of everyone with whom he has come in contact. He was much handicapped by the material and instruments with which he had to work, but cheerfully did his best with the means at hand. It would be a great assistance to the work of this vessel if he could be continued on this duty at least another year.

Respectfully,

C. S. COCHRAN, *Commanding.*

To the CAPTAIN COMMANDANT.

REPORT OF ST. MARYS RIVER PATROL, SEASON OF 1915.

COAST GUARD CUTTER "MACKINAC,"

Sault Ste. Marie, Mich., December 31, 1915.

SIR: 1. The following report of the operations of the St. Marys River patrol during the season of navigation, 1915, is submitted.

2. The first vessel passed through the lower river and Canadian lock, upbound, on April 16, 1915, thus opening navigation, and the *Mackinac* and all lookout stations in the lower river were accordingly placed in commission. The first vessel through the American canal passed on April 18, down-bound; the following day lookout station No. 6 (above the locks) was opened for the season. The *Vigilant* was detained in the Poe Lock until the 21st of April, when that lock was filled and opened; on April 22 she proceeded to her headquarters at Neebish, thus completing the full patrol organization, all units being in commission and on station, well in advance of the beginning of heavy traffic. Owing to the early spring, little difficulty was experienced on account of ice, and there were no delays from this cause, after the through passage of the first vessel, until December 18, when the American steamer *Lehigh* passed, down-bound, the American tug *L. C. Sabin* breaking out channels, and on December 20, when it was necessary to use tugs for this purpose to assist the American steamer *Griffin*, upbound. Navigation closed on December 20, when the last vessel passed through the third lock, upbound, and the locks were closed for the season, the Canadian canal having been closed on December 15. The *Mackinac* was placed out of commission on December 21 and the launches and lookout stations discontinued on December 7.

3. During the season just closed there have been a number of cases of grounding in St. Marys River, but fortunately the channel was not blocked in any instance, and with the exception of stagnation, due to such causes as fog, accidents to lock gates, etc., traffic has been unimpeded. A marked increase in tonnage over the season of 1914 began in July and continued throughout the remainder of the season. Owing to the great demand for bottoms, vessels which had not been in commission for two years were fitted out and actively employed until the close of navigation. Although the rush did not begin until several months after the opening of navigation, the season just closed nearly equaled the record year, 1913—showing the vast amount of

traffic passing through during the latter months of the season. It is interesting to note that more than twice as many vessels passed through the St. Marys Falls Canal in one month during the busy season than passed through the Panama Canal in one year.

4. The following tabulation shows the general work of the patrol. It is noted that there have been few cases of violations necessitating report, the number being very small considering the amount of shipping. There is, however, a great increase in the number of cases of assistance rendered, which is most gratifying.

Vessel passages through St. Marys River.

Month.	Vessels.	Barges.	Total.
April.....	441	10	451
May.....	1,793	192	1,985
June.....	1,946	213	2,159
July.....	2,298	216	2,514
August.....	2,449	212	2,661
September.....	2,504	224	2,728
October.....	2,682	190	2,872
November.....	2,170	60	2,230
December.....	524	3	527
Total.....	16,807	1,320	18,127

Reports and warnings, violation of:

St. Marys River rules—

Reported.....	4
Warned.....	79

Pilot rules, Great Lakes, etc.—

Reported.....	6
Warned.....	6

Motor-boat laws—

Reported.....	10
Warned.....	5

Other navigation laws—

Reported.....	2
Warned.....	7

Number of vessels boarded and examined (exclusive of motor boats):

Foreign.....	1
American.....	82

Total.....	83
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Number of motor boats boarded and examined:

Foreign.....	5
American.....	156

Total.....	161
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Cases of assistance rendered.....

Certificates to lifeboat men issued.....	9
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Certificates to lifeboat men issued.....

Cases of assistance rendered.....	40
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Cases of assistance rendered.....

Certificates to lifeboat men issued.....	9
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Certificates to lifeboat men issued.....

Cases of assistance rendered.....	40
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Cases of assistance rendered.....

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Cases of assistance rendered.....

Certificates to lifeboat men issued.....	9

supplied with telephone connection, and I trust that next year this serious deficiency will be remedied. The other stations below the locks kept the canal office informed regarding vessels coming up the river and also as to weather conditions (fog, etc.), which information was posted at the lock office for the benefit of shipmasters. All vessels desiring to take on stores were reported from stations No. 1 and No. 3, so that there was no delay from this cause, the store thus being notified two hours or more before arrival of the boat at the Soo, the supply boat going alongside as the vessel passed through, thus preventing delay and stagnation in the vicinity of the locks.

6. Above the locks down-bound boats were frequently obliged to anchor, as the majority of these vessels when loaded were too deep for the Poe Lock and hence were obliged to await their turn for the third lock; this stagnation was not felt below the canal, as many of the vessels upbound were light. The launch *21-D* made frequent patrol trips to handle the situation above the locks, giving the vessels instructions as to anchorage and lockage in their turn and preventing them from anchoring in the restricted zone, near the intake of the city water main. This condition will recur next year, and as large vessels are constantly being added to the lake fleet and enormous tonnage predicted for 1916, the necessity for launch patrol will be greater than ever. For this purpose and for patrol work in general, it is strongly recommended that launch *21-D* be replaced by a larger, faster, and more seaworthy boat. While *21-D* managed to do the work last season, it was often performed with difficulty and was at times hazardous. Extensive repairs will be necessary to keep this launch in running condition, and I am of the opinion that any considerable expenditure on this boat would not be advisable, provided a suitable launch for the work can be procured.

7. With the placing of the enforcement of anchorage laws and regulations under the War Department, a difficulty has arisen, in that the present method of collecting fines through the United States attorney causes delay which may seriously affect the efficiency of the patrol. It is suggested as a remedy that where vessels are reported and fines assessed they be held in port until the amount of the fine is deposited with the proper official designated for the purpose.

8. The personnel of the patrol has been, without exception, zealous and efficient in the performance of duty. Discipline has been excellent, not a single serious infraction of regulations having occurred. The enlisted force, with only two exceptions, have had previous service, and many of them have served on this station for years. There are several persons among these efficient and faithful men who are only rated as seamen, whose duties require trustworthiness, discretion, and judgment in a greater degree than seamen on board cruising cutters, thus preventing them from drawing the longevity increase which they would receive if they held a petty officer's rating. As they have heretofore been discharged at the close of navigation, they have been debarred from the pecuniary benefits of continuous service, and it is earnestly recommended that such men be given petty officers' ratings in order to encourage them to remain in the Coast Guard and thus maintain the efficiency of the patrol.

9. Recommendations for the improvement of patrol equipment have been submitted from time to time, and it is hoped that the

necessary funds to carry out at least some of these will be available in the near future.

10. In conclusion I wish to call attention to the hearty cooperation existing between the different departments of the Government, the success of the work being largely due to that fact. The *Mackinac* during the season has cooperated not only with the United States engineers, but with the Lighthouse Service, the Immigration Service, the Steamboat-Inspection Service, the Department of Justice, the United States Fish Commission, the Michigan State Fish Commission, and the National Guard. The merchant marine has also been instrumental in the results attained, having as a whole been zealous in observance of rules and regulations.

Respectfully,

EBEN BARKER, *Commanding.*

To the CAPTAIN COMMANDANT.

REPORT OF A CRUISE FOR DERELICTS.

COAST GUARD CUTTER "TAMPA,"
Key West, Fla., September 7, 1915.

SIR: In accordance with Headquarters orders by radio received on board the *Tampa* at 11.30 p. m. August 30, this vessel left Key West and proceeded in the general direction of the position of the wrecks reported therein.

2. About 3.30 on the afternoon of September 1, received a radio from the steamer *Alabama* that she had just passed a dangerous obstruction to navigation in the shape of a dismasted, waterlogged hulk in $25^{\circ} 33' N.$, $84^{\circ} 49' W.$ Although the *Tampa* had passed through this territory several hours previously, we immediately turned and stood back at increased speed in order to reach the reported position during daylight. At 5 p. m. picked up another message from the steamer *El Rio* (which had passed within sight of the *Tampa* about noon bound west) that she had sighted an obstruction almost identical in description with the report of the *Alabama*, except that the position varied by exactly a degree of longitude. Upon examination of the operator's working copies of radios, it was found that an error of one degree of longitude had been made in transcribing the *Alabama*'s report. The *Tampa* was again brought about and headed for the correct position. About 7.30 p. m., the distance by log having been run, observed a steamer ahead maneuver as if to avoid something suddenly sighted, and almost immediately picked up a broadcast message from a British steamer that she had sighted a derelict, giving a position corresponding to those received in the afternoon. The *Tampa* was identified to the steamer in sight by means of the searchlight, and then ran as nearly as could be estimated to the position where she had maneuvered to avoid the obstruction. Examined the vicinity with searchlight without result, but feeling certain that we were in close proximity to the obstruction, stopped vessel and drifted for the night, broadcasting a message that the *Tampa* was drifting near a dangerous obstruction and displaying a distinguishing signal consisting of two red lights visible all around the horizon.

3. At daylight the following morning the derelict was immediately sighted, bearing NNE. about 4 miles distant, and upon arrival alongside it was somewhat of a surprise to discover that it was the hull of the schooner *Oscar G.*, of Mobile, last reported on August 22, southwest of Cape San Antonio, Cuba, and having drifted since that report 255 miles in a north by west direction.

4. The work of making the hawser fast was rendered extremely difficult on account of the choppy condition of the sea, which continually broke through the waist of the schooner and sometimes over the forecastle. Seaman J. Augustson was washed overboard by one of these seas, but succeeded in maintaining his grip on the schooner's rail and came aboard again on the back roll.

5. The *Tampa* was maneuvered into a position close to the wreck and the end of the 10-inch hawser passed over with a heaving line, and at 9 a. m. started with derelict in tow in the direction of Tortugas. The derelict took up a position rather broad-off the port quarter and maintained it with little yawing, but allowing only a speed of about 3 to 4 knots.

6. On the evening of the 2d, received an advisory warning that a disturbance was central about 4 p. m. over the Isle of Pines, Cuba, and moving NW. This placed the *Tampa* almost directly in the path of the storm, but not wishing to slip the derelict and try to run clear, we held on, hoping that the storm would follow the course of the recent hurricane and pass to the westward, and that we would escape its full force. On the contrary, it had commenced to curve and was moving about NNW., consequently heading us off. At about 8 p. m. a most vivid display of lightning was observed in the southeast, and by midnight the wind had increased to a strong gale from east to northeast, with accumulating intensity. At 4 a. m. it was blowing a whole gale from the north-northeast with a rapidly falling barometer, and driving rain. Up to this point the *Tampa* with tow had been making fairly good weather at 50 revolutions per minute and heading up to the seas, but about 5.30 a. m., with the pull of the tow on her quarters, she was unable to hold up and commenced to roll heavily. The hawser was thereupon shifted from the towing bitts aft and brought in through the bow chock, the engine stopped and the *Tampa* allowed to ride to the derelict as a sea anchor. She took up a position with the wind almost abeam but with the heaviest seas ahead and rode comfortably and easily, using oil through the forward closets.

7. During the operation of shifting the hawser, which was performed under trying circumstances, several heavy seas broke over the quarter and one of them swept Gunner Darnou off his feet, threw him against the bitts, and painfully injured his back.

8. Between 6 and 7 a. m. the storm reached hurricane force, blowing with a velocity estimated at from 90 to 100 miles per hour. The seas were enormous and broke heavily. I could not see that the oil had any strikingly beneficial effect, and I attribute the ease with which the *Tampa* rode them rather to her own sterling seagoing qualities than from any benefit derived from the use of oil. The atmosphere was a white smother of rain and spray and the derelict was swept clean by the seas and submerged more than half the time. About 7.30, the barometer steadied and commenced to rise with almost the

same rapidity as it had been falling, and at 8 the wind shifted to west and slowly moderated.

9. From our observations, the storm center passed to the eastward of our position and in close proximity; the storm was of small area but of more than average intensity, and had it been of longer duration might have developed into a serious and dangerous hurricane. The lowest barometer recorded was 29.38 and the greatest drop 0.13 inch between 6 and 7 a. m. following a drop of 0.10 inch for each of the two preceding hours.

10. By noon of the 3d it was possible to again shift the hawser to the towing bitts, and the course resumed for Loggerhead Light. Upon getting an observation, found that the *Tampa* had been blown about 40 miles to the southward during the night and forenoon.

11. Considerable difficulty was experienced on the 4th on account of the wide yawing of the tow after reaching the smooth water under Tortugas and Half Moon Shoal, and much time was lost renewing parcelling on both the ship and tow ends of the hawser and in arranging bridles, shortening in on towlines, etc. Finally, on reaching Marquesas Key in West Channel to Key West, the tow was taken alongside and anchored for the night, and in the morning proceeded with her in that position, arriving at the naval station pier at about 11 a. m. The *Tampa* then pumped the derelict dry, and after the level of water was below decks the hull seemed to be tight and did not leak during the night.

12. I have turned the derelict over to Taylor & Co., of Key West, who are acting as agents for the owner, Jenette M. Scott, of Mobile.

13. The *Tampa* is now being coaled and search in the Gulf will be resumed at once.

14. The night of the 5th, the British schooner *W. S. M. Bentley* was towed into Key West by the steamer *Cushing* in a dismasted and waterlogged condition, the result of the storm of the 3d.

EUGENE BLAKE, Jr., *Commanding.*

To the CAPTAIN COMMANDANT.

WINTER CRUISING REPORT.

COAST GUARD CUTTER "OSSIPEE," Portland, Me., April 1, 1916.

SIR: 1. In compliance with instructions contained in headquarters letter of November 10, 1915, assigning this vessel to active cruising duty from December 1, 1915, to April 1, 1916, and to afford such aid to distressed navigators as their circumstances might require, the following detailed report is submitted covering the work performed by the *Ossipee* between the dates above mentioned:

2. Prior to the beginning of winter cruising, arrangements were perfected with keepers of Coast Guard stations on the vessel's station, with the district superintendents, naval radio stations, customs officials, and chambers of commerce whereby news of wrecks, derelicts, strandings, or of mariners otherwise in distress could readily be given the *Ossipee*. Replies were received from all, in which they stated that the arrangements were understood, and in which they

cheerfully agreed to cooperate. In this connection it is stated that whenever the *Ossipee* passed a Coast Guard station, signals were exchanged, to ascertain whether or not there was any news of vessels in distress. The *Ossipee's* port of destination was also signaled.

3. The *Ossipee* left Portland, Me., at 11.30 a. m. December 1, 1915, and proceeded to sea. Since that date she has been actively cruised, and the following cases of assistance were rendered:

4. December 5, 1915, off Egg Rock Lighthouse, Mass., found spar attached to submerged wreckage in path of navigation. The spar, about 60 feet long, was cut clear from the wire rigging holding it, and was taken on board and landed at Portland. Before leaving the position, two of the ship's boats were used to sweep around the wreckage, and a least depth of 21 fathoms was left over the position.

5. December 6, 1915, found the American schooner *William L. Elkins*, of Calais, Me., ashore near Portland Head, Me., breaking up during a moderate northeast gale. Although the *Ossipee* arrived near the schooner within an hour and five minutes from the time word was received, the schooner was found to be beyond help. The master desiring to abandon his vessel, the *Ossipee* took off the crew, with their belongings.

6. December 12, 1915, found Old Anthony Vapor Rock gas buoy No. 22 out of order and not burning. A report was accordingly sent to the inspector of the first lighthouse district.

7. December 12, 1915, while cruising in the vicinity of Portland Head, Me., found a spar about 50 feet long and about 12 inches in diameter floating in the path of navigation. The spar was taken on board and landed at Portland, Me.

8. December 14, 1916, while at Boothbay Harbor, Me., received word by radio from the keeper of the Hunniwells Beach Coast Guard station, Me., that a schooner was at anchor in a dangerous position off his station and was flying a signal of distress. Within an hour and a half, the *Ossipee* was near the schooner, the *Irene Meservey*, of Bangor, Me., anchored in a precarious position near the breakers off Pond Island Bar, at the entrance to the Kennebec. Although laboring heavily in the rough southeast sea the schooner seemed to hold on. The current kept the schooner's stern to the sea which broke over her at times. A line was fired to her with a 6-pounder gun, and before it was finally fast, on account of the sea and strong current, chafed and parted. As the wind shifted and the current slacked, a surfboat was lowered, and another line was run. The surfboat brought back news that when the first hawser parted the master was struck while attempting to slip his anchor and had sustained a severe injury of the leg. A radiogram was immediately sent to the deputy collector of customs at Boothbay Harbor requesting him to meet the vessel in the harbor with a surgeon. The chain of the *Meservey* was finally slipped, and the *Ossipee* towed her into Boothbay Harbor, where a surgeon met the vessel and rendered medical aid to the master. The schooner was then berthed at a wharf. The master having reported that he had during this trouble lost one anchor and the chain belonging to both of his anchors, it was decided to later recover these when the weather moderated. On the following day, a conference was held with the keeper of the Hunniwells Beach station, and plans were made for the station crew to drag for

and buoy the anchor and chain during the next period of smooth weather, and to notify the *Ossipee*. The work of recovering and landing this anchor and chain will be mentioned hereafter.

9. December 15, 1915, while cruising in the vicinity of Halfway Rock Lighthouse, Me., found Halfway Rock whistling buoy considerably to the eastward of its correct position and drifting in a moderate northwesterly wind to sea. This being a very important buoy—the mark usually picked up by trans-Atlantic steamers bound into Portland, the crew of the *Ossipee* anchored the buoy with a 325-pound kedge anchor and 70 fathoms of wire hawser. The inspector of the first lighthouse district was immediately notified by radio, and a tender was sent to replace it.

10. December 22, 1915, the keeper of the Hunniwells station having sent word by radio that he had located and buoyed the anchor and chain of the schooner *Irene Meservey*, slipped when the *Ossipee* assisted her on the 14th, the *Ossipee* proceeded to that location, and with the aid of the Coast Guard crew, recovered both anchor and chain and landed them on a wharf in Rockland on the 30th, at the request of the owners.

11. December 26-27, 1915, found the schooner *Freddie Eaton* stranded on the breakwater at Portland, Me., during a strong northwest breeze. At 1 a. m. on the 27th, the tide having risen sufficiently, the *Ossipee* floated the *Eaton*, and anchored her in a safe position inside Portland Harbor.

12. December 27, 1915, having floated the schooner *Freddie Eaton*, the *Ossipee* proceeded immediately to the assistance of a vessel reported anchored in a dangerous position near the breakwater at Rockport, Mass. At 8.20 a. m. the same day found the vessel, which proved to be the British schooner *Mayflower*, of Maitland, Nova Scotia, and as the master stated that he was no longer in any danger, the weather having moderated to a gentle breeze from the westward, no assistance was needed.

13. January 7, 1916, while standing up Penobscot Bay, a schooner, apparently in trouble, was sighted near Ash Island. The *Ossipee* stood close to the vessel, which was found to be the American schooner *W. D. Hilton*, of Bangor, with a cargo of coal. The master reported that his vessel had collided with an unknown vessel during the night, the other vessel passing on out of sight without inquiring as to the damage. The port quarter of the *Hilton* had been damaged, the main boom broken, and the yawl boat smashed. An easterly blow being expected, the schooner was towed by the *Ossipee* to a safe anchorage in Rockland Harbor.

14. January 7, 1916, while the *Ossipee* was lying at anchor in Rockland Harbor, at 9.10 p. m., the master of the two-masted schooner *Stonybrook*, of Rockland, called out to the *Ossipee*, stating that his vessel was in a sinking condition, being loaded with scrap iron, and having 5 feet of water in her hold. The schooner, though underway, was becalmed, and the master was making efforts to beach her on the flats. Immediately one of the *Ossipee*'s power boats was sent to her aid in charge of an officer, went alongside and pushed the schooner on the flats, the *Ossipee*'s men relieving the crew of the schooner at the pumps.

15. January 14, 1916, while cruising near Sequin Island, received information by radio that a vessel was ashore near Widows Island,

near North Haven, Me. The *Ossipee* proceeded to that vicinity with all possible speed, arriving there at 7 o'clock the same evening. The vessel was found to be the British schooner *Myrtle Leaf*, of Bridgetown, British West Indies. The master stated that he had grounded, but had been able to kedge into deep water as the tide rose, and was not in need of assistance.

16. January 29, 1916, while cruising in the vicinity of Monhegan Island, sighted a spar about 65 feet in length attached to submerged wreckage, and in the path of navigation. Hauled spar adrift, hoisted it on board, and landed it on a wharf at Portland, Me.

17. While performing the above work, received a message reporting a large power boat ashore on Crotch Island, Casco Bay. Having completed the work of removing the spar, arrived off Crotch Island at 3.30 p. m. the same day, and found the American motor boat *Two Brothers*, 45 feet long, and of 12 tons displacement, high and dry on a rock, having been blown there at high water during a northwest gale. An officer with all available men was sent ashore in a surf-boat, equipped with lumber and grease for launching ways, and with a number of tackles and a jack. With the assistance of some of the natives on Crotch Island, the bow of the boat was pushed over on the skids made of the lumber brought from the *Ossipee*, and the bow slid into deep water. On account of a large number of ledges, it was impossible for the *Ossipee* to get within less than 700 yards of the boat, but 450 fathoms of new running line were run to the boat, and as the tide rose, the *Ossipee* floated her and towed her to Portland.

18. Early on the morning of the 12th of February, a radiogram was received from the commanding officer of the eastern division stating that a vessel was apparently afire off the Isles of Shoals. The *Ossipee* proceeded to that locality, and in company with the *Gresham* made a thorough search for a vessel afire, but none could be found. During this time a large summer hotel near Kennebunkport, Me., was burning, and, viewed from Cape Ann, would appear as a fire at sea, as the line of vision would pass over the position reported.

19. February 14, 1916, at about 11 p. m., while at anchor in Rockland Harbor, Me., cries for help were heard. The power launch was sent in the direction from which the cries came, and it found two men in a dory caught in the ice. The launch broke the ice around the dory and towed it to its destination. The weather was cold and the ice was making fast.

20. February 15, 1916, while cruising in Penobscot Bay, Spruce Head bell buoy No. 3 and Channel Rock bell buoy No. 2 were found capsized by ice and not sounding. This matter was reported to the inspector of the first lighthouse district.

21. February 21, 1916, while cruising in Casco Bay, received information that an abandoned schooner had been sighted off Minots Ledge, Mass. Proceeded with all possible speed in that direction, but two hours later received a radiogram that the *Gresham* had picked up the schooner.

22. February 24, 1916, at the request of the citizens of North Haven, Me., broke out the ice in Fox Island Thoroughfare.

23. February 24, 1916, having broken ice in Fox Island Thoroughfare, received a radiogram from the commanding officer, eastern division, directing the *Ossipee* to tow into port the schooner *Horatio*, abandoned 12 miles east of Cashe Ledge buoy. Proceeded at

once for that position in a southeast gale and snowstorm. Cruised about in that vicinity until the night of the 26th, encountering gales from the eastward and westward, with snow, rain, and fog. Being unable to get observations for the ship's position, headed back toward the land, and on the morning of the 27th started again for the position, arriving there at 2 p. m. Found the *Horatio* with decks awash, only the foremast standing, and practically all of her stern burned away. The deck load was gone, and much of her planking around the bow was torn away. On account of the rough sea, it was impossible to board her, her bow being held under water by both anchors with a hundred fathoms of chain on each, where soundings showed about 100 fathoms. It was decided to keep within sight of the derelict until the weather moderated, but during the night the gale increased, with a blinding snowstorm, and although the vessel's drift was carefully noted, on the following morning the *Horatio* was not in sight. A diligent search was made during the next three days, but the derelict could not be found. It is believed that she broke up and sank, for on the 27th of March the *Ossipee* again visited Cashe Ledge and no trace of her could be found.

24. March 1, 1916, while approaching Portland Head, Me., a large gasoline fishing boat was sighted making signals. Upon arriving near the boat—the *Totem*, of Chebeag, Me., 12 tons—the master requested the *Ossipee* to furnish him with sufficient gasoline to enable him to reach port, stating that his supply was exhausted, and that his reserve supply had been stolen. Furnished him with 6 gallons.

25. March 8, 1916, having received information that the schooner *Edward Stewart* was ashore three-quarters of a mile southwest of Cranberry Island Coast Guard station, proceeded to her assistance in a fresh easterly gale and snowstorm. On account of the gale and snowstorm, anchored near Saddleback Lighthouse, in 34 fathoms of water, but on getting a bearing of the light, hove in the anchor, but both flukes were gone. The following morning, the weather having cleared, the *Ossipee* proceeded to Cranberry Island, and found by means of wig-wag signals with the Coast Guard station that the schooner was a total loss and that assistance was not desired.

26. March 16, 1916, received a message from the commanding officer, eastern division, stating that the *Gresham* needed assistance in floating a stranded schooner on Great Brewster Spit Shoal, Mass., but upon arrival there found that operations had been suspended until high water. Word having been received that the schooner *William Bisbee* was in distress in the vicinity of Cape Cod, stood over in that direction, but later advices reported her well down to the southward and the *Acushnet* steaming to her aid.

27. On the night of March 17, 1916, while steaming out of Boston Harbor, stopped off the stranded schooner *Lawson*, which the *Gresham* was waiting for an opportunity to assist. Boarded the schooner, but was informed that it was not advisable to pull on her until she could be lightered.

28. March 21, 1916, while breaking ice in Fox Island Thoroughfare, at the request of the citizens of North Haven, Me., the master of the American schooner *Andrew Nebinger* asked that his vessel be towed clear of the ice. The *Ossipee* towed him out into open water

in Penobscot Bay, and furnished him with 60 gallons of fresh water, as he stated that he had no fresh water on board. On the same day the *Ossipee* towed clear of the ice the American schooner *Rhoda Holmes*, and as her water supply was running low, the *Ossipee* towed her to Rockland at the request of the master, where she obtained a supply of fresh water.

29. On the morning of March 23, 1916, intercepted a radiogram from the British steamer *Prince George* reporting the American coal laden schooner *Helen Montague* in distress 30 miles east by south from Cape Ann and requesting that a cutter tow her. Headed with all speed in that direction, a distance of about 75 miles, and was alongside the schooner at 2 p. m. The schooner was flying the ensign union down, the headgear was gone, and the jibboom and foretop-mast were broken off. She was rolling deeply and seas were washing over her decks. On account of the rough sea a boat could not be lowered, but a line was shot to her with a 6-pounder rapid-fire gun. A 10-inch line was then run to her, and the master asked to be towed to Portland. With great difficulty the line was hauled on board, and finally a start was made for the lee of the land, a moderate northwest gale blowing, and during the rest of the day and the greater part of the night only 2 knots per hour could be made against the wind and sea. On the following morning the *Helen Montague* was anchored in Portland Harbor.

30. At 1.30 a. m. March 27, 1916, while lying at the wharf at Portland, Me., the quartermaster heard cries for help from the former Coast Guard cutter *Woodbury*, then being used as a studio by a motion-picture company. Two quartermasters, the radio operator on watch, and the anchor watch, immediately ran across the wharf where the *Woodbury* lay, and found two men of the company trying to pull from the water a third man who had accidentally fallen overboard while attempting to board the vessel. The Coast Guard men reached over from the wharf, holding one another by the feet, and finally pulled all three to safety.

31. March 27, 1916, while cruising offshore, sighted Cashe Ledge whistling buoy. Stood over to the buoy, took soundings around it, and finding it apparently in its correct position and in good condition, made a special report of the fact to the lighthouse inspector of the district, who had inquired previously if the *Ossipee* has seen the buoy. This buoy being so far offshore and out of the tracks of vessels, it was considered of interest to the lighthouse authorities and to shipping to notify them that the buoy is in position and is watching properly.

32. March 29, 1916, found Roaring Bull gas and whistling buoy burning very dimly, and reported same to lighthouse inspector.

33. In addition to the duty performed in connection with the winter work, routine drills, etc., as are prescribed by the regulations, were held as the weather permitted.

Respectfully,

RANDOLPH RIDGELY, Jr.,
Commanding.

To the CAPTAIN COMMANDANT.

TABULAR STATEMENT OF ASSISTANCE
RENDERED BY CUTTERS AND STATIONS, INVOLVING
THE SAVING OF LIFE AND
PROPERTY, 1916

Assistance rendered by cutters and stations involving the saving of life and property.

[Abbreviations: m. b., motor boat; slp., sloop; yt., yacht; str., steamer; sch., schooner; bk., bark; bge., barge; lgt., lighter; flat., flatboat.]

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1915.						\$200	2			
July 1.	Gloucester (2).	Mouth of Essex River.	Annie D, m. b.							Broken down, abandoned in marsh; towed to Gloucester.
Do.	Straitsmouth (2).	Off station.	— m. b.			200	4			Drifted to sea; towed to Sandy Hook.
Do.	Sandy Hook (5).	do.	Mabel, m. b.			600	18			Out of fuel, helpless; towed to wharf.
Do.	do.	do.	— m. b.			850	3			Do.
Do.	Galveston (9).	Hammond Beach.	Swift, m. b.			1,000	5			Stranded; towed clear and proceeded.
Do.	Point Adams (13).	Hampton North Beach.	Puzzle, slp.			1,350	2			Stranded, full of water; hauled out on beach.
July 2.	Hampton Beach (1).	Beach.								Broken down; towed to harbor.
Do.	City Point (2).	Off station.	Rosalia, m. b.			500	4			Sunken; raised and towed to mooring.
Do.	do.	do.	— m. b.			400				Man, exhausted swimmer, rescued by motor boat, taken to station, and given resuscitative treatment.
Do.	Squan Beach (5).	do.								Out of fuel; towed to port.
Do.	Grand Haven (12).	do.	— m. b.			100	1			Machinery disabled; towed to safety.
Do.	Racine (12)..	do.	Isabella Junta, m. b.			125	4			Abandoned and drifting; towed to safe berth.
Do.	Baaddah Point (13).	Waaddah Island.	Sea Foam, m. b.			125	1			Stranded on bar; floated and hauled to safe berth.
Do.	Nome (13)....		Ram, m. b.							Engine disabled; towed to destination.
July 3.	Short Beach (4).	Broad Creek.	— m. b.							Drifting ashore; towed to deep water.
Do.	Sabine Pass (9).	Off station.	Edith, slp.			200				Disabled machinery; towed to wharf.
Do.	Marblehead (10).	do.	Anna C, m. b.			1,600				Capsized; righted and towed to station.
Do.	Duluth (11).	do.	— catboat			500				Stranded; towed clear and into deep water.
Do.	Jackson Park (12).	do.	Prairie, slp.			20				Stranded; floated and towed to harbor.
Do.	do.	do.	Lady Bug, m. b.			500				Disabled and drifting to sea; towed to Sabine.
July 4.	Sabine Pass (9).	do.	— m. b.			600	3			Disabled machinery, drifting in heavy squall; towed to harbor.
Do.	West shore of Erie Bay.					200	6			Broken shaft, drifting helplessly; towed to harbor by power lifeboat.
Do.	Erie (10).....					3,000	3			Disabled; towed to safety.
Do.	Portage (11).....					40,000	14			Do.
Do.	Frankfort (12)....	Off station.	Nellie, m. b.	7	Fish nets.	300	100	3		Do.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Nature of cargo.	Vessel.	Cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1915.	Holland (12).....	Off station.....	Zoe T, m. b.....	Tempest, catboat.....		\$500	3				Disabled and stranded; towed clear and to shelter.
July 4.....	Manhattan.....	Raritan Bay.....	Off Stapleton, Staten Island. President Roads.....	Say, m. b.....		1,000	5				Helpless, mast carried away; towed to landing.
Do.....	Mohawk.....	Winnisimmet.....	Dorchester Bay.....	Genesee, catboat.....		500	8				Intoxicated man rescued from water.
Do.....			Off station.....	Joker, catboat.....		200	3				Disabled, waving for assistance; towed to wharf, Boston harbor.
Do.....			do.....	Pat, catboat.....		125	1				Broken down; towed to safety.
Do.....			do.....			125	1				Capsized; righted and towed to safety.
Do.....			do.....			125	1				Capsized; righted and towed to wharf.
Do.....			do.....			125	1				Capsized; rescued occupant and towed boat ashore.
Do.....			do.....	Bud, catboat.....		125	1				Capsized; rescued man clinging to boat and towed boat ashore.
Do.....			do.....	Crow, catboat.....		40	1				Capsized during race; rescued occupant from water and towed boat inshore.
Do.....			do.....	Elf, catboat.....		125	1				Capsized racing boat; rescued owner from water and righted and towed boat to wharf.
Do.....			Cleveland (10).....	Hilda, m. b.....	15	2,000	2				Drifting on breakwater in heavy sea; towed clear and into harbor.
Do.....			do.....	Rose, m. b.....		300	2				Disabled launch drifting on breakwater in heavy sea; taken in tow to station.
Do.....			Erie (10).....	Fearless, m. b.....		200	2				Batteries disabled by flying spray, launch helpless; towed to harbor.
Do.....			Bois Blanc (11).....	Janey, m. b.....		500	7				Adrift and blowing to sea in gale; towed to safe berth.
Do.....			Holland (12).....	Trepang, m. b.....	11	2,500	5				Machinery disabled; towed to safe berth.
Do.....			Jackson Park (12).....	Cherry, sloop.....		600	2				Aground on bar; pulled off and towed to mooring.
Do.....			Michigan City (12).....	do.....		50	2				Capsized; rescued men from water.
Do.....			do.....	canoe.....		50	2				Capsized; took men out of water and carried them to station.
Do.....			Milwaukee (12).....	do.....		75	2				Capsized in squall; rescued 2 boys from water and towed sloop to landing.

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Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Nature of cargo.	Vessel.	Cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1915.				rowboat.			\$35				Adrift; towed to shore and secured.
July 10	Grande Pointe au Sable (12).	Off station.	Mascot, m. b.				300		4		Out of fuel; towed to port.
Do	Manistee (12).	do	Sam Adams, m. b., and floating stage in tow.				3,500		4		Towed to place of safety.
July 12	Isles of Shoals (1)	do	Kahill, m. b.				1,000		1		Out of fuel; towed in.
Do	Cape Fear (7), Oak Island (7).	Near Frying Pan Shoals.	Helen, m. b.				500		1		Out of fuel; towed to safe anchorage.
Do	Cape Fear (7), Oak Island (7).	do	—, skiff.				10		1		Rescued from perilous position and taken to station for shelter.
July 13	Erie (10).	Off station.	Nadir, m. b.				800		2		Aground on bar; pulled clear and into deep water.
July 14	Cuttlyhunk (2)	do							1		Keeper swam out to exhausted swimmer, brought him ashore in an unconscious condition, and aided in resuscitating him.
Do	Sea Isle City (5)	do									Exhausted swimmer; rescued.
Do	Charlotte (10).	do							1		Recovered from sea and landed.
Do	do	do	—, hydroaero-plane.				1,000		1		
Do	Michigan City (12).	Clatsop Spit.	Decorah, m. b.				50		2		Swamped in lake; recovered for owner.
Do	Cape Disappointment (13).	Point Adams (13).	Fish and fishing gear.				9,000		11		Aground on Clatsop Spit and on fire; crew taken off, fire extinguished, and vessel floated and towed to safety.
July 15	Gloucester (2).	Off station.	Endion, str.								Disabled in fog; towed in.
Do	Ashtabula (10).	do	Loretta, m. b.								Adrift, out of fuel; towed to harbor.
Do	Nome (13).	Snake River.	Ram, m. b.								Aground on bar in surf; floated and proceeded.
July 16	Scout.	do	—, m. b.								Helpless, out of fuel; towed to West Seattle.
Do	Brazos (9).		Martha J., m. b.								Lost propeller, helpless; towed to port.
Do	Erie (10).	Misery Bay.					2,000		8		Weeds in propeller; towed to wharf.
Do	Jackson Park (12).	Off station.	Chevron, slp.				400		500		Aground on bar; towed off.

Do	Kenosha (12)	do	Babe, m. b.	1	1	Machinery disabled; towed in. 2 boys, exhausted swimmers, rescued by skiff.
Do	Two Rivers (12)	do	Bed Bug, sailboat.	100	2	Capsized in squall; rescued men and towed boat to moorings.
July 17.	City Point (2)	do	Leverne, m. b.	5	5	Machinery disabled; towed to harbor.
Do	Cuttlyhunk (2)	do	Hawk, catboat	5	1	Stranded and waterlogged in surf; towed to safe anchorage.
Do	Mantoloking (5)	do	Banshee, s/p	100	3	Caught in squall; rescued.
Do	Duluth (11)	Off station	Favorite, s/p	100	1	Caught in squall and helpless; towed to shelter.
Do	do	do	Spray, s/p	50	1	Helpless in squall; towed to safety.
Do	Jackson Park (12)	do	Ruby H., m. b.	200	2	Out of gasoline, helpless; towed to harbor.
Do	Nome (13)	Mouth of Snake River	Standard, m. b	3,800	3	Stranded on bar; floated into deep water.
July 18.	Sabine Pass (9)	Off station	U. S. L. H. No. 52, m. b.	800	2	Engine disabled, drifting helplessly; towed to port.
Do	Charlotte (10)	Mouth of Genesee River	Milady, m. b.	500	9	Danger of drifting on breakwater in heavy sea; towed to safety.
Do	Louisville (10)	Off station	_____, skiff	10	2	Caught on falls and carried over; rescued and taken to station.
Do	Oswego (10)	do	Brier Cliff, m. b.	1,000	3	Disabled, adrift; towed to harbor.
Do	Jackson Park (12)	do	_____, 2 canoes	115	4	Capsized in squall; rescued men from water and recovered canoe;
Do	do	do	Dothan, yawl.	750	4	Stranded in surf; floated and towed to basin.
Do	South Chicago (12)	do	_____, rowboat	15	2	2 small boats in rowboat, without oars, drifting out into lake in offshore wind; taken to safety.
Do	South Haven (12)	do	_____, canoe	35	2	Rescued 2 men from capsized canoe.
July 19.	Fourth Cliff (2)	do	Petrel, m. b.	2,000	3	Aground; towed clear and into deep water.
Do	Nauset (2)	Nauset Beach	Mary Weaver, sch.	222	5	Anchored, leaking, flying distress signal; taken to port.
Do	Marblehead (10)	Off station	Nicholas, m. b.	150	4	Disabled engine, drifting; towed to port.
Do	Lake View Beach (11).	do	Lu Lu, m. b.	150	1	Foundered; bailed out and anchored safely.
Do	Jackson Park (12)	do	Virginia, m. b.	200	1	Being driven ashore; towed to safe berth.
Do	Manistee (12)	do	Sallie, sch.	20	10	Leaking; pumped out, repaired, and towed to deep water.
Do	Nome (13)	Mouth of Snake River	Standard, m. b	5	3	Stranded on bar; hauled off to safe anchorage.
July 20.	Penrose	Pensacola Bay	Wright Flyer, Type J., No. 1, aeroplane.	6,000	2	Rescued from water and taken to navy yard.
Do	Monomoy Point (2)	Off station	_____, m. b.	500	1	Ashore; floated without damage.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succeeded.	Remarks.
1915. July 20	Louisville (10)	Off station.	Grand Haven (12)	do	Nemo, m. b.	5	\$150	1	1	Jumped from passing steamer intending to commit suicide; taken from water, resuscitated, and sent to hospital.		
	Ludington (12)	do	Me Too, m. b.				150	2		Disabled engine, out of fuel; drifting with strong breeze; picked up and towed to safety.		
	Michigan City (12)	do	A Sure Thing Inn, m. b.				300			Out of fuel, in danger of stranding; picked up and towed to port.		
	Sheboygan (12)	do	_____, m. b.				400	1		Sinking in heavy storm; picked up and towed to port.		
	Grays Harbor (13)	do	Forester, str.	39	Gasoline and baggage.		9,000	5		Engine disabled, signaled for help; towed to port.		
	Nome (13)	Mouth of Snake River.	Thomas, m. b.	7			1,400	14		Aground on spit; floated after difficulty. Stranded at mouth of river; landed passengers and baggage, and floated boat.		
July 21	Isles of Shoals (1)	Off station.	Mystic, m. b.	8			2,000	2		Machinery broken down; towed to safety.		
	Point of Woods (4)	do	Loafer, m. b.				500	9		Machinery disabled; towed inshore, repaired, and proceeded.		
	Oswego (10)	do	Ontario, m. b.				2,000	4	1	Rope in wheel, helpless; towed to port. Man who had fallen off pier into water rescued from drowning.		
	Muskegon (12)	do								Disabled and in danger of sinking; towed to Chesapeake Bay.		
July 21-22	Onondaga	Jackson Creek, Va.	Virginia Roulon, sch.	280	Cement		8,000	4,750	5	Engine disabled; towed in.		
July 22	Cuttlyhunk (2)	Off station.	Stranger, m. b.				800			Stranded; floated without damage.		
Do	Little Egg (5)	do	Theodore L., m. b.	6			1,500			Disabled; towed to port.		
Do	Grand Haven (12)	do	Studio, m. b.	8			800			Flying signals of distress; picked up and towed to harbor.		
Do	Grays Harbor (13)	do	Ellenora, m. b.	20			3,000			Disabled, making signals of distress; towed to harbor.		
July 23	Grand Marais (11)	do	_____, m. b.							Disabled, making signal for assistance; towed to wharf.		
	Harbor Beach (11)	do	_____, m. b.							Stranded; floated and towed to dock.		
	Surgeon Bay	Sturgeon Bay Canal (12).	Augustus, sch.	64			250	40	2			
							1,000		3			

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Do.....	White River (12).....	White Lake.....	Lorelei, s/p	3	1
July 24.....	Apache.....	The Cod, Tangier, Va.	Ella Flaherty, sch..	200	1
Do.....	Cuttjhunk (2)	Off station.....	Pellegrina, s/p....	1,200	3
Do.....	Erie (10).....	do.....	do.....	3,500	3
Do.....	Niagara (10).....	Mouth of Niagara River.....	Eugenia, m. b....	6	7
Do.....	Old Chicago (12), Jackson Park (12).	Chicago River.....	Eastland, str....	300	2
July 25.....	City Point (2).....	Off station.....	Madeleine, m. b	1,961	10
Do.....	do.....	do.....	Loretta, str....	34	10
Do.....	do.....	do.....	Rival, s/p.....	52	10
Do.....	do.....	do.....	Ilene, s/p.....	300	10
Do.....	do.....	do.....	Polar Wave, yawl. Sinecure, catboat.	400	10
Do.....	Gloucester (2)	Good Harbor Beach.	do.....	5,000	10
Do.....	Newburyport (2).....	Off station.....	do.....	5,000	10
Do.....	Cape May (5).....	do.....	Nahma, m. b....	500	10
Do.....	Holland (12).....	do.....	do.....	4,000	10
Do.....	Kenosha (12).....	do.....	Comet, m. b....	175	10
Do.....	Michigan City (12).....	do.....	do.....	150	10
July 26.....	Newburyport (2).....	do.....	do.....	2	1
Do.....	Lorain (10).....	do.....	Alice, m. b....	300	1
Do.....	Portage (11).....	do.....	Ideal, m. b....	325	1
Do.....	Holland (12).....	do.....	Minerva, sch....	2,000	1
Do.....	Plum Island (12).....	Rock Island Pas- sage.	Railroad ties....	3,500	1
Do.....	Racine (12).....	Off station.....	Joker, s/p....	50	1
Do.....	South Haven (12).....	do.....	Alisa, m. b....	2,000	1
Do.....	Apache.....	do.....	Abbie H. Gheen, sch.	3,000	1
July 26-27.....	Gurnet (2).....	Sharps Island, Md.	Sagaquis, m. b....	500	1
Do.....	Erie (10).....	Off station.....	Pap, m. b....	250	1
Do.....	Lorain (10).....	do.....	do.....	100	1
Do.....	Point Betsie (12).....	do.....	do.....	100	1
Do.....	Nome (13).....	Snake River.....	do.....	100	1
July 28.....	City Point (2).....	Off station.....	Furs and ivory....	200	1
Do.....	do.....	do.....	Diamond L, m. b....	5,500	1
			Cleora, m. b....	200	1
			Evelyn, m. b....	200	1

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Value.	Cargo.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1915. July 28	Erie (10)	Off station.	Charlotte, str.....	41			\$10,000		4			Stranded; assisted to float into deep water.
Do	Thunder Bay Island (11).	do.....	James H. Prentice, str.	535			18,000		17			Stranded on rocks; shifted fuel and assisted to float steamer.
Do	Old Chicago (12)	do.....	Mayflower, m. b				500		2			Motor trouble; picked up in lake and towed in.
Do	Cape Disappointment (13).	Peacock Spit.	_____, m. b.....	5	Fish nets.....		750	\$350	2	2		In danger; making signals of distress; towed to harbor.
July 29	Barnegat (5)	Barnegat Bay.	Florence M., m. b.				700			2		Aground; towed off.
Do	Tuscarora, Baileys Harbor (12).	Baileys Harbor.	J. H. Wade, str....	1,863			75,000			17		Ashore on rocks; floated clear and proceeded.
Do	Holland (12)	Off station.	Nayate No. 2, m. b.				7,500			18		Broken down; towed to station.
Do	Manistee (12)	do.....	Sam Adams, m. b.				2,000			1		Boy, exhausted swimmer, rescued by skiff.
July 30	Isles of Shoals (1)	do.....	Blue Jay, m. b....		Fish and fish nets.		450	100		7		Broken down; towed in to landing.
Do	Manistee (12)	do.....	_____, m. b.....							1		Disabled engine; towed inside to landing.
Do	White River (12)	do.....	Clatsop Bay Pond Island (1).				600			7		Woman, who had fallen off pier into water, rescued.
Do	Point Adams (13)	Hunniwells Beach (1).	_____, dory.....				25			4		Disabled engine; towed to wharf.
July 31	Cuttlyhunk (2).	Jackson Park (12).	Useless, m. b.....	5						1		Lost in fog; picked up and taken inside.
Do	White River (12)	Off station.	Cherry, sloop.....				400			6		Disabled engine; towed to entrance bar; towed clear and into deep water.
Do	Baaddah Point (13)	do.....	Coaina, m. b.....				600			1		Woman, who had fallen out of small boat, rescued.
Do	Hampton Beach (1)	Neah Bay..	Doris, m. b.....				1,300			1		Recovered lost motor boat and turned it over to owners.
Aug. 1	Gurnet (2)	Off station.	_____, m. b.....				400			4		Stranded in surf; floated and restored to owner.
Do	Forge River (4).	do.....	Lobsters.....				500	5		1		Machinery disabled; signaled for assistance and was towed to port.
Do	Point of Woods (4)	do.....	_____, m. b.....				200			4		Engine disabled; picked up and towed to port.
Do	Tuxedo, m. b.....						400			7		Engine disabled at sea; made repairs.

Do.	Brazos (9)	Beth, skiff	3	3	Capsized in surf; men clinging to boat; picked up and taken to station.
Do.	Oswego (10)	M. & E., m. b..	5	5	Propeller lost; picked up and towed to harbor.
Do.	Frankfort (12)	Mouth of Salmon Creek.	1	1	Boy, swimmer rescued from drowning by use of a skiff.
Do.	Jackson Park (12)	Off station	3	3	Lost rudder, and helpless; towed to harbor.
Do.	Pentwater (12)	do	3	3	Canoes swamped; 2 women unconscious, having gone under several times; man in dazed condition; all resuscitated.
Do.	Nome (13)	—, canoe	40	40	Anchored in dangerous place on account of threatening weather; towed to safe anchorage.
Do.	Unalga, Point Bonita (13)	Challenge, m. b.	5,000	5,500	Ashore on Duxbury Reef, in exposed position; Unalga and tugs succeeded in floating with difficulty.
Aug. 2	Point Bonita (13). Point (13).	Georgian, str...	680,000	692,000	Anchored near rocks in dangerous position; hove up anchors and towed to safe anchorage.
Do.	Burnt Island (1)	Avenger, s/p	6,606	General	Towed to safer anchorage; afterwards dragged anchor and went ashore; floated by station crew and rode out the storm in safety.
Do.	Brant Rock (2)	Hoopers Island	34	10	Dragging anchor in gale; towed to safe anchorage.
Do.	City Point (2)	Off station	5,000	5,000	Broken shaft; towed to safety.
Do.	Ocean City (6)	Podo, m. b.	6,000	6,000	Drifting against concrete dam; towed to safety.
Do.	Louisville (10)	Emali, sch	500	500	Engine disabled; towed to safety and made repairs.
Do.	Niagara (10)	Household goods.	300	300	Engine disabled; towed to dock.
Do.	Harbor Beach (11)	—, m. b.	300	300	Took 2 men off lighter, which had broken away from tug boat in high sea.
Do.	do	2 flats and 2 shanty boats.	150	150	Engine disabled in dangerous locality; towed to safety.
Do.	Jackson Park (12)	Eugina, m. b.	5,000	5,000	Out of gasoline, drifted on beach; towed off and taken to safety.
Do.	Milwaukee (12)	Wanderer, lgt	250	250	2 boys, unable to row, in skiff, in danger of being wrecked; assisted to safe landing.
Do.	Racine (12)	do	Alpha, m. b.	1,200	Disabled, signaled for assistance; towed into harbor.
Do.	do	do	—. skiff	20	Aground on beach; hauled off and towed to safe anchorage.
Do.	do	do	—, m. b.	150	Adrift, with no one on board; picked up and towed to safety.
Do.	North Scituate (2)	do	Betty, m. b.	500	Anchored in open, crew having gone ashore for safety; towed to harbor.
Do.	Gilgo (4)	do	—, m. b.	600	Aground and signaling for help; floated and towed to safety.
Aug. 3	Great South Bay..	Two Twins, m. b.	300	300	3
Do.	do	do	1,000	1,000	4
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Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1915. Aug. 3. Do.	Gilgo (4) Avalon (5)	Great South Bay Townsend Bar.	Jitney, m. b. Jitney, m. b.	10	Fish nets and rigging.		\$500 1,500	\$1,000	1 7	7	7	Aground; floated and towed to safety. Engine disabled on bar in high sea; rescued with difficulty and took care of boat.
Do.	Cedar Creek (5), Island Beach (5).	Off stations.	—, m. b.		Fish.				7	6	6	Found boat swamped in surf; 6 of crew rescued from the undertow.
Do.	Forked River (5)	Off station.	Belmar, houseboat				1,000					Found adrift at sea; anchored and safely rode out severe blow.
Do.	Island Beach (5)	do	Skiddo, rowboat				30		2	2		2 women blown off shore in small rowboat; picked up and brought to safety.
Do.	Harbor Beach (11)	do	—, m. b.				60					Filled and sunk during high sea; hauled out to safety.
Do.	do	do	—, m. b.				50					Pounding against crib in high sea; towed to safety.
Do.	do	do	Nina, m. b.				100					Filled and sunk at mooring crib; hauled out in safety.
Do.	do	do	3 skiffs, catboat				60 75					Sunk at mooring; hauled out.
Do.	do	do	—, slp.				150					3 skiffs sunk and pounding on bottom; hauled to safety.
Do.	do	do	Lady May, catboat				400					Dragged anchor in gale and pounding on beach; hauled out.
Aug. 4.	City Point (2)	do	Olga, catboat				200					Pounding against crib in gale; ran kedge and hauled out to safe anchorage.
Do.	do	do	Sylph, m. b.				700					Broke away from moorings; picked up and towed to safety.
Do.	do	do	Perhaps, m. b.				500					Parted moorings, drifted onto beach; hauled off and towed to safety.
Do.	Straitsmouth (2)	do	5 dories				60					Went out in rough sea, unmoored dories and hauled them out on beach, as it was feared that it was too rough for them to ride at anchor.

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Do.	Fire Island (4), Oak Island (4).	Off stations.....	Static, m. b.....	200	Blown ashore and full of water; hauled off and towed to safety.
Do.	Moriches (4).....	Off station.....	Flirt, catboat.....	500	Upset in blow; righted, pumped out, and restored to owners.
Do.	Chaddwick (5)	do.....	Vashti, m. b.....	1,500	Parted moorings and drifted ashore; hauled off.
Do.	Spermaceti Cove (5).	Spermaceti Cove.....	Widgeon, m. b.....	700	Drifting onto lee shore in gale; anchored power boat to windward and held on to motor boat until gale subsided; took 2 women to station for clothing and succor.
Do.	Toms River (5).....	Off station.....	Lemonade, catboat.....	150	Broke away from moorings; picked up Broke from moorings and grounded on sand bar; hauled off and towed to safety.
Do.	do.....	do.....	Idler, catboat.....	400	Engine broken down; picked up and towed to safety.
Do.	Lorain (10).....	do.....	Mae Belle, m. b.....	150	Engine disabled; picked up and towed to safety.
Do.	Grand Haven (12).....	do.....	Marie, m. b.....	200	Aground on rocks; floated, towed to safety and repaired.
Aug. 4-5.	Acushnet.....	Inner Weepecket Island.	Lily, m. b.....	250	Around; hauled off.
Aug. 5.....	Pamlico.....	Adams Creek.....	Lizzie A. Williams, sch.	6,000	Main boom broken, vessel leaking; towed to port and gave medical assistance to man with broken leg.
Do.	Seneca.....	Off The High- lands.	Emma F. Angell, sch.	3,200	Around; hauled off.
Do.	City Point (2).....	Off station.....	Grace, sloop.....	20,000	Washed ashore in surf; saved boat and men.
Do.	Manomet Point (2).....	do.....	_____, dory.....	5,000	Engine disabled, pumps broken; towed to Morehead City.
Do.	Fort Macon (7).....	Beaufort Inlet.....	Albatross, m. b.....	400	Engine disabled; towed to safety.
Do.	Vermilion (11).....	Off station.....	Freak, m. b.....	800	Disabled and stranded; pulled off and towed to safety.
Do.	Holland (12).....	do.....	Mildred L., m. b.....	700	Blown ashore in high wind and tide; floated by means of skids.
Aug. 6.....	Apache.....	Entrance Sassafras River, Md.	Boumi, m. b.....	350	Engine disabled, current setting boat out into the lake; towed to safety.
Do.	Niagara (10).....	Off station.....	Old Niagara, m. b.....	400	Engine disabled, blowing signals of distress, close to rocks; towed to safety.
Do.	Beaver Island (12).....	Squaw Island.....	Two Sisters, str.....	4,000	Stranded; towed to safety.
Do.	Sturgeon Bay Canal (12).	Sturgeon Bay.....	Nancy Alice, m. b.....	5,000	Rescued bather, a woman, in danger of drowning.
Do.	White River (12).....	Off station.....	Diamond L., m. b.....	2,500	Parted towline and drifted onto bar; power boat and another launch succeeded in floating her after considerable difficulty.
Do.	Nome (13).....	Mouth of Snake River.	Edith, m. b.....	600	Engine disabled, vessel leaking; towed to safety.
Aug. 7.....	City Point (2).....	Off station.....			

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.	Persons on board.		Lives saved and persons rescued from peril.		Persons succored.	Remarks.
							Vessel.	Cargo.	2	2		
1915. Aug. 7.	Straitsmouth (2)....	Off station	—, dory....		\$10						Boat filled by breaker; rescued men and bailed out boat.	
Do.....	Lone Hill (4).....	Great South Bay...	—, m. b....		2,000				3	3	Engine disabled, signaling for help; towed to safety.	
Do.....	Island Beach (5)....	Off station	Crystal, m. b....	37	10,000				4	4	Aground with broken rudder; assisted in floating.	
Do.....	Sandy Hook (5)....	do.....	Peteral, m. b....		1,200				1	1	Adrift with disabled engine; towed to safety.	
Do.....	Metomkin Inlet(6)....	do.....	—, m. b....		75				9	9	Engine disabled; picked up and towed to safety.	
Do.....	Aransas (9).....	do.....	San Luis, m. b....		175				4	4	Engine disabled; towed to safety.	
Do.....	Duluth (11).....	do.....	Joyetta, slp....		200				3	3	Capsized during race; rescued crew and saved sloop.	
Do.....	Jackson Park (12). Mackinac.....	do..... St. Marys River....	Navajo, m. b.... Wm. Nottingham, str....		500	\$29,200			14	14	Engine disabled; towed to harbor.	
Do.....	Damiscove Island (1).	do.....	Iron ore....		225,000				22	22	Aground in fog; assisted in floating.	
Aug. 8.	Hunniwells Beach (1).	Near mouth of Kennebec River.	—, m. b....		200				2	2	Out of fuel, making signal of distress; picked up and towed to port.	
Do.....	City Point (2)....	Off station	Rosalie, m. b....		700				7	7	Disabled and drifting in heavy fog; picked up and towed to port.	
Do.....	High Head (2), Wood End (2).	Off stations.	—, m. b....		250						Disabled on account of explosion of gasoline; towed to port.	
Do.....	Muskeget (2)....	Off station	Nellie, m. b....	9	500					3	Bottom up on bar; righted, bailed out, and towed to harbor.	
Do.....	Point Allerton (2)....	do.....	Petrel, m. b....	6	600					3	Aground on shoal; hauled off.	
Do.....	Oak Island (4)....	do.....	—, catboat.		100					3	Aground on rocks; hauled off.	
Do.....	Point of Woods (4)....	do.....	Neptune, m. b....		200					3	Capsized with 3 occupants; rescued men and bailed out boat.	
Do.....	Sandy Hook (5)....	do.....	Bessie, m. b....		1,000					5	Aground on bar; hauled off.	
Do.....	Buffalo (10).....	do.....	—, slp....		100					10	Ashore, engine disabled; made repairs and floated.	
Do.....	Oswego (10).....	do.....	—, m. b....		100					1	Disabled, propeller fouled; towed to station.	
Do.....	Frankfort (12)....	do.....			200					7	Ran aground; hauled off and towed to station.	
											Ashore; took off passengers and towed boat to safe harbor.	

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Do.....	Jackson Park (12).....	do.....	Navajo, m. b.....	600.....	Engine broken down; dashed against piles; taken in tow to harbor.
Do.....	Kewaunee (12).....	do.....	m. b.....	4.....	Engine broken down; towed to station.
Do.....	Short Beach (4).....	Meadow Island.....	Lady B., m. b.....	4.....	Aground; assisted in floating by means of empty oil barrels.
Do.....	South Haven (12).....	Off station.....	Allebasi, m. b.....	38.....	Disabled, flying signal of distress; picked up and towed to port.
Aug. 4, 9, 10.	Apache.....	Swan Creek, Md....	Carrie Mears, m. b.....	14.....	Driven ashore in shoal water; succeeded in floating with a hawser 400 fathoms long.
Aug. 10....	Point of Woods (4).....	Off station.....	J. and C. Heinley, m. b.....	1,500.....	Aground; assisted in floating.
Do.....	Wachapreague (6).....	do.....	No. 133, m. b.....	300.....	Engine disabled; towed to moorings.
Do.....	Marquette (11).....	do.....	No. 133, m. b.....	400.....	Engine broken down; towed to station and made repairs.
Do.....	do.....	do.....	No. 74, m. b.....	2,000.....	Stranded on submerged crib; pulled off, towed to station, and repaired.
Do.....	White River (12).....	do.....	_____, m. b.....	50.....	Broken down on lake; picked up and towed to port.
Do.....	Cape Disappointment (13). Acushnet.....	Peacock Spit.....	_____, m. b.....	5.....	Disabled near edge of Peacock Spit; towed out of danger and repairs made.
Aug. 11....	Acummet, Race Point (2). Apache.....	Nauset Beach, Mass.....	Georgetta, Law- rence, sch. Emma McAdam, sch. Ella Flaherty, sch.	315.....	Disabled, anchored on coast; towed to port.
Do.....	City Point (2).....	Race Point, Mass.....	166.....	2,000.....	Floated stranded schooner and towed to harbor.
Do.....	Gloucester (2).....	Hill Point, Md....	Coal.....	5,000.....	Stranded during gale; floated and towed to harbor.
Do.....	do.....	Off station.....	_____, m. b.....	400.....	Broken down; towed to wharf for repairs.
Do.....	do.....	Braces Cove, Cape Ann.....	A. F. Kindberg, sch. Marces Stella, m. b. Clara J., sch.....	226.....	Anchored, unable to get underway, in danger of stranding; towed clear.
Do.....	do.....	Off station.....	_____, m. b.....	3,500.....	Engine disabled; towed to mooring and repaired by station crew.
Do.....	do.....	Eastern Point, Cape Ann.....	Helen P., sch.....	1,200.....	Unable to get underway on lee shore; towed clear.
Do.....	Stone Harbor (5). Niagara (10).....	Off station.....	Orsino, m. b.....	215.....	Anchored on shore, unable to get underway; towed to offing.
Do.....	Michigan City (12). Cape Disappointment (13). Point Adams (13).....	Mouth of Niagara River.....	Ted, m. b.....	1,800.....	Stranded; floated and proceeded.
Do.....	do.....	Off station.....	Marie K., m. b.....	3,000.....	Broken down; towed to wharf.
Do.....	Mackinac.....	do.....	_____, m. b.....	4,500.....	In distress, out of fuel; towed to harbor.
Aug. 12....	Fourth Cliff (2).....	Sugar Island, Mich.....	Gill net.....	200.....	2 fishermen cast with boat on rocks of jetty, badly injured and helpless; rescued and taken to hospital.
Do.....	do.....	Off station.....	Helene, m. b.....	1,200.....	Stranded on beach; floated and towed to safe anchorage.
Do.....	Gurnet (2).....	do.....	Clip, m. b.....	300.....	Aground on rocks; floated and towed to station.
Do.....	do.....	do.....	Swan, m. b.....	1,500.....	Propeller disabled; towed to harbor.
			_____, m. b.....	150.....	Out of fuel, signaling for help; towed in and supplied.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Nature of cargo.	Vessel.	Value.	Cargo.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1915.											
Aug. 12.	Salisbury Beach (2).	Off station	—, dory		\$15	2	2	2	2	2	Intoxicated and helpless in small boat; brought ashore.
Do	Duluth (11)	do	Spray, sloop		75	3	3	3	3	3	Dismasted in squall; towed to boat landing.
Do	Old Chicago (12)	I. C. Basin, Chicago.	—, skiff		45	2	2	2	2	2	In distress and danger of swamping; towed in.
Do	do	do	—, house boat		2,500	1	1	1	1	1	Adrift in gale; picked up and turned over to tug.
Do	Point Adams (13)	Off station	Lee, m. b.		250	1	1	1	1	1	Broken down, anchored off Columbia River lightship; towed in over bar.
Do	do	do	—, m. b.	Fish net	350	\$100	2	2	2	2	Disabled and adrift outside bar; towed in and repaired.
Do	Umpqua River (13)	do	—, m. b.		400	1	1	1	1	1	Aground; floated into deep water.
Aug. 13.	City Point (2).	do	—, m. b.		200	2	2	2	2	2	Broken down; towed to harbor.
Do	Oak Island (4)	do	Klondike, m. b.		200	4	4	4	4	4	Disabled; towed in.
Do	Point of Woods (4)	do	Hazel H., sloop		400	2	2	2	2	2	Stranded; floated and proceeded.
Do	Sabine Pass (9)	do	Batavia, m. b.		800	2	2	2	2	2	Disabled; towed to harbor.
Do	Louisville (10)	do	—, flat		5	1	1	1	1	1	Drifting into chute over falls; rescued.
Do	Bois Blanc (11)	do	Boblo, m. b.		650	2	2	2	2	2	Driven ashore in gale; floated and towed to wharf.
Do	Pentwater (12)	do	Togo, m. b.		300	4	4	4	4	4	Disabled; towed to wharf.
Aug. 14.	City Point (2).	do	Baby Gardenia, m. b.		300	1	1	1	1	1	Broken down; towed to boat yard.
Do	Jones Beach (4)	do	Maude B., m. b.		1,000	5	5	5	5	5	Stranded; floated and proceeded.
Do	Lewes (6)	do	Lillian V., m. b.		1,200	6	6	6	6	6	Stranded, shaft broken; floated and towed into Lewes Creek.
Do	Lorain (10)	do	Merrymaid, m. b.		300	4	4	4	4	4	Disabled, signaling for assistance; towed to station.
Aug. 15.	Miami	Off Key West, Fla.	Alice B. Phillips, sch.	Lumber	6,000	15,000	12	12	12	12	Anchored in dangerous position in gale and rough sea, flying distress signal; towed to Key West.
Do	City Point (2).	Off station	Matoka, m. b.		2,000	3	3	3	3	3	Broken down; towed to landing.
Do	Point Allerton (2)	do	—, m. b.		50	3	3	3	3	3	Out of fuel and adrift, towed to yacht club landing.
Do	Point Lookout (4), Short Beach (4).	Meadow Island	Ugo, m. b.		500	4	4	4	4	4	Ran ashore; floated and proceeded.
Do	Short Beach (4)	Off station	Hesitation, m. b.		700	5	5	5	5	5	Ashore; floated and proceeded.

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Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Nature of cargo.	Vessel.	Value.	Cargo.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1915. Aug. 18....	City Point (2).....	Off station.....	_____, sailboat.....		\$100.....	2.....			Carried away mast; towed to public landing.		
Do.....	Point Allerton (2)	do.....	The Old Salt, m.b.		4,000.....	1.....			Stranded; floated and proceeded.		
Do.....	Point Lookout (4)	do.....	Margaret B., m.b.		400.....	4.....			Grounded; floated into deep water.		
Do.....	Point of Woods (4)	do.....	Jy-Ju-Jaypap, m.b.		400.....	2.....			Grounded; moved over shoal to deep water and floated.		
Do.....	Sabine Pass (9)	do.....							70 people taken from flooded and endangered houses during hurricane and conveyed to places of safety.		
Do.....	White River (12).....	White Lake.....	Klickitat 2d, slp.....		125.....	2.....			Disabled, drifting onto shore; towed to wharf.		
Do.....	Umpqua River (13).....	Off station.....	_____, m. b.....		400.....	1.....			Stranded; floated and towed to station.		
Do.....	Scout.....	Bellingham Channel, Wash.	Mercury, m. b.....	Lumber.....	300.....	\$35.....	1.....		Unable to make headway against wind and tide; towed to sheltered anchorage.		
Do.....	Brant Rock (2).....	Off station.....	Stellar R., m. b.....		1,500.....	5.....			Broken down; towed in to safe anchorage.		
Do.....	Grand Haven (12)	do.....	Dora E., m. b.....		150.....	4.....			Disabled; towed into port.		
Aug. 20....	Point of Woods (4)	do.....	_____, m. b.....		500.....	10.....	1.....		Broken down; towed to wharf.		
Do.....	do.....	do.....	Dick, m. b.....		50.....	3.....	3.....		Engine failed; towed to shelter.		
Do.....	Sab ne Pass (9)	do.....							13 persons taken from houses flooded during hurricane and transported to place of safety.		
Do.....	Duluth (11).....	do.....	Allouez, m. b.....		100.....	5.....			Adrift, broken down; towed to wharf.		
Do.....	Tawas (11).....	do.....	Francis W., m. b.....		150.....	1.....			Disabled engine; towed to port.		
Do.....	White River (12).....	White Lake.....	Oak Glenn, m. b.....		200.....	2.....			Broken down; towed to harbor.		
Aug. 21....	Hunniwells Beach (1)	Off station.....	Ventura, slp.....		2,000.....	3.....			Ran ashore; floated into deep water.		
Do.....	Portsmouth Harbor (1).	do.....	_____, m. b.....		500.....	2.....			Out of fuel, adrift; towed to harbor.		
Do.....	Brant Rock (2)	do.....	Stella R., m. b.....		1,500.....	5.....			Disabled engine; towed to port.		
Do.....	City point (2).....	do.....	Anna, m. b.....		200.....	1.....			Broken down; towed in.		
Do.....	Straitsmouth (2)	do.....	Vanguard, m. b.....		1,400.....	15.....			Stranded on rock; landed passengers and floated boat.		
Do.....	Blue Point (4).....	do.....	Marinia, m. b.....		600.....	8.....			Disabled; towed to wharf and repaired by station crew.		

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Do	Lowes (6)	do	—, m. b.	Engine cylinder and tools.	200	80	4	4	
Do	Niagara (10)	do	—, m. b.	Disabled, drifted onto towed back to yacht.	200	3			
Do	Muskegon (12)	do	No. 26 (U. S. L. H. S.), m. b.	Disabled and driving on rocky beach; towed to wharf.	400	2			
Do	Brant Rock (2)	do	—, tender	Disabled; towed to boathouse.	35				
Aug 22	City Point (2)	do	—, m. b.	Recovered, stolen yacht tender and restored it to owner.	500	20			
Do	Maddaket (2)	do	—, slp.	Broken down; towed to yacht club landing.	50				
Do	Newburyport (2)	do		Dragging moorings; towed back and restored to owner.	500				
Do	Point Allerton (2)	do		Resuscitated women taken from water in exhausted condition by outside party.	500				
Do	Newburyport (2), Salisbury Beach (2).	do	Max, m. b.	Towed disabled boat to shelter and landed part of crew.	500	5			
Do	Narragansett Pier (3).	do	Alice M., m. b.	Disabled, drifting in strong breeze and choppy sea; towed into harbor, and tender recovered.	200	3			
Do	Mantoloking (5)	do	Minerva, m. b.	Bather, man, being carried out by underbow; rescued in rowboat.	500	12			
Do	Bulow (8)	do	—, m. b.	Disabled; towed to shelter.	300	7			
Do	Harbor Beach (11)	do	Wanderer, m. b.	Broken down; towed to home of owner.	350				
Do	Frankfort (12)	do	—, m. b.	Foundering at anchor; hauled to wharf and freed of water.	200	3			
Do	South Chicago (12)	do	Hazel M., m. b.	Disabled, signaling for help; towed to shelter.	250	4			
Do	Point Bonita (13)	do	—, m. b.	Disabled, drifting on breakwater; towed into river.	1,300	1			
Do	Point Bonita (13), Southside (13), Fort Point (13).	Off stations	—, m. b...	Broken down, drifting in tideway; towed to wharf in harbor.	600	1			
Do	City Point (2)	Off station	Elf, slp...	Stranded in surf on open coast; one of station crew swam through surf with line, and boat was floated and towed into port.	200				
Do	Gloucester (2)	Normans Woe	—, m. b...	Sunk at mooring; towed in and beached.	400	1			
Do	Plum Island (2)	Off station	Mary E., m. b.	Disabled, drifting on shore; towed to harbor.	250	3			
Do	Quonochontaug (3)	do		Ashore; dug channel and floated boat into deep water.			1	1	
Aug. 23				Man, exhausted swimmer, rescued from drowning, given resuscitative treatment, and taken to station and put to bed, where he was given fur- ther medical treatment.					
Do	Charlotte (10)	do		Drifting into lake; recovered and re- stored to owner.	25				
Do	Louisville (10)	do		Rescued man from skiff going over falls and landed him on shore.	5	1			
Do	Evanston (12)	do		Stranded on bar; floated into deep water.	2,000	9			
				Chevron, slp...			5		

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.	Cargo.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1915.											
Aug. 23.	Evanston (12)	Off station	—, canoe	\$65		3					
Do.	Plum Island (12)	do	—, m. b.	100		1					
Do.	Cape Disappointment (13).	Clatsop Spit.	—, m. b.	700	Fishing gear	1	\$30				
Do.	Nome (13)	Off station	—, skiff	25		2					
Aug. 24.	Guard	Guemmes Channel, Wash.	Mammie G., m. b.	625		2					
Do.	Fishers Island (3).	Off station	Foam, m. b.	350		10					
Do.	Two Mile Beach (5)	do	—, bateau	25		3					
Do.	Assateague Beach (6).	do	—, m. b.	250		12					
Aug. 26.	City Point (2).	do		500		4					
Do.	Oak Island (4)	do	Nordick, sloop; Leona, catboat.	200							
Do.	Point of Woods (4).	do	Gypsy. m. b.	400		9					
Do.	Aransas (9)	do	—, m. b.	225		2					
Do.	Sabine Pass (9)	do	—, m. b.	225		3					
Do.	Duluth (11)	do	—, m. b.	200		1					
Do.	Tillamook Bay (13)	do	—, m. b.	500	Fish net.	2	100				
Do.	Yaquina Bay (13).	do		650		9					
Do.	Miami.	Ajax Reef, Fla.	Metlaoui; It. str.	85,000	Iron pyrites.	24					
Aug. 25, 26, 27.	Marquette (11)	do	Begole, m. b.	500		3					
Aug. 26, 27.	Cranberry Islands	Off station	Mildred, m. b.	250							
Aug. 27.	(1). City Point (2).	do	Pearl, m. b.	500		3					
Aug. 28.	Gay Head (2).	do	—, m. b.	50		2					

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			Fish	200	150	200	150	200	150	200	150
			, m. b.	—	—	—	—	—	—	—	—
Do.	Gloucester (2)	do									
Do.	Narragansett Pier (3)	do									
Do.	Point of Woods (4)	do									
Do.	do	do	Tanya, m. b.	23		5,000		5		5	
Do.	Smiths Point (4)	do	—, m. b.			1,000		1		1	
Do.	Barnegat (5)	do	Comfort, m. b.	10		1,000		2		2	
Do.	Harvey Cedars (5).	do	Jack Pot, slp.			1,500		4		4	
Do.	Mantoloking (5)	do	Frolic, catboat			500		5		5	
Do.	Rohoboth Beach (6)	do	—, m. b.			75		1		1	
Do.	Charlotte (10)	do	Shamrock, m. b.			200					
Do.	Duluth (11)	do	Off station			200		3		3	
Do.	Old Chicago (12)	do									
Do.	do	do									
Do.	Humboldt Bay (13)	do	Disturber 5, m. b.			20,000		2		2	
Aug. 29	City Point (2)	do	Flora, m. b.			250		4		4	
Do.	Blue Point (4)	do	—, m. b.			300		10		10	
Do.	Atlantic City (5)	do	—, catboat			200		2		2	
Do.	Marblehead (10)	do									
Do.	Jackson Park (12)	do	Annie B., m. b.			500		1		1	
Do.	Ludington (12)	do	Hobo, m. b.			100		2		2	
Do.	do	do	Prairie, slp.			500		10		10	
Do.	South Chicago (12)	do	—, rowboat			35					
Do.	White River (12)	do	Laurine, m. b.			700		2		2	
Do.	Nome (13)	do									
			Buckeye II, m. b.			2,000		6		6	
			Hummer, slp.			200				1	
			Standard, m. b.	5		3,800				14	
			Mouth of Snake River.								

Broken down, rough sea; towed to safe berth.
Rescued bather from drowning.

Stranded and leaking; leak stopped and yacht floated.
Adrift, engine disabled; towed to shelter.

Aground on sand bar; floated and taken to safe anchorage.
Stranded; floated and towed to harbor.

Boat went to sea, unattended from Barnegat on 26th instant after owner had been thrown overboard; restored to owner.

Capsized in race; towed ashore and bailed out.
Broken down, drifting before strong breeze; towed to safety.

Found in weeds near bank of river; towed to dock.

Capsized during race; righted and towed in.

Man swimmer seized with cramps and hanging to overloaded canoe, taken from water and given resuscitative treatment.

Sunk while on speed run; raised and restored to owner.

Broken down; towed to station.

Ashore and leaking; transferred passengers and towed boat to beach.

On bay in fresh breeze, 2 boys on board unable to manage boat and in danger of capsizing; brought ashore.

Ran ashore; floated and towed to basin.

Disabled, signaling for help; towed to shelter.

Ashore and pounding on rocks; towed clear and into deep water.

Broke adrift from towing boat; recovered and restored to owner.

In danger of driving on beach, with scow in tow, in high wind; towed to harbor.

Disabled, drifting on breakwater; towed into river.

Capsized by heavy wind; towed in, righted, and freed of water.

Grounded on bar; passengers assisted ashore and boat floated and hauled into river.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Car. fe. ^o .	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1915.	Nome (13).....	Mouth of Snake River.	—, skiff.....					\$100				Recovered drifting skiff and took it to place of safety.
Aug. 29.....	Lewes (6).....	Off station.....	Kitty L., m. b.....					700		7		Disabled, drifting to sea; picked up and towed in.
Aug. 30.....	Marblehead (10)	do.....	Bouncer, m. b.....	6				450		1		Disabled; towed to shelter.
Do.....	Gresham.....	Shovelful Light Ship, Mass.	Magnurite Haskins, m. b.	101	Fish.....			9,500	\$1,000	18		Struck on shoal and disabled; picked up and towed into port.
Aug. 31.....	Fourth Cliff (2)	Off station.....	—, m. b.....	10				1,000		2		Aground on rocks; treated injured man; floated vessel and repaired damage.
Do.....	Point Lookout (4)	do.....	Rebecca M., m. b.....	15	Gasoline.....			1,000	1,000	2		Stranded; floated and towed to place of safety.
Do.....	Barnegat (5)	do.....	Hazel, m. b.....					4,000		8		Ashore on flats; floated and proceeded.
Do.....	Seabright (5)	do.....	Catherine, m. b.....					400		6		Ran aground; floated into deep water.
Do.....	Supply boat Caro-lina (7).....	Elizabeth City, N. C.	—, m. b.....					300				Sinking; freed of water, leak stopped, and boat moored in safe berth.
Do.....	Fort Macon (7)	Off station.....	—, m. b.....					500		9		Disabled by broken shaft; towed to harbor.
Do.....	Marquette (11).....	do.....	Marna, m. b.....	5				900				Driven ashore and damaged; repaired, floated, and towed to harbor.
Do.....	Holland (12).....	do.....	Dora, m. b.....					150		3		Disabled; towed in to station.
Do.....	Sturgeon Bay Canal (12).....	do.....	No. 77 (U. S. L. H. S.) m. b.					250		1		Disabled; drifting on beach; towed in.
Sept. 1.....	Zachs Inlet (4)	Forge River (4)	Solid Comfort, m. b.					500		3		Aground; floated and given sailing directions.
Do.....	Great Egg (5).....	do.....	Bonita, m. b.....					3,000		4		Aground on sand bar; floated.
Do.....	Toms River (5).....	Off station.....	—, m. b.....					200		9		Launch disabled; made distress signal by burning grass and wood; towed to safety.
Do.....	Buffalo (10).....	do.....	Frances, m. b.....					500		6		Engine disabled, drifting on sand bar; hauled off and repaired engine.
Do.....	Grand Haven (12)	do.....	Aeroplane.....					6,500		2		Magneto disabled, drifting helplessly; picked up and towed to safety.
Sept. 2.....	Wallis Sands (1).....	do.....	Tiro, m. b.....					200		4		Broke down, drifting onto beach; towed to safe place.
										1		Rescued from drowning, exhausted swimmer, by use of dory.

Do.....	Gloucester (2).....	do.....	Coot, m. b.....	100.....	3.....	3.....	3.....
Do.....	New Shoreham (3).....	do.....	Sunset, m. b.....	350.....	6.....	1.....	1.....
Do.....	Forked River (5).....	do.....	Australia, sch.....	35.....	2,000.....	75.....	10.....
Do.....	Shark River (5).....	do.....	Hazel, m. b.....	.....	4,000.....	200.....	3.....
Sept. 2-3..	Apache.....	Worton Creek, Md.	.....	.....	300.....	4.....	4.....
Sept. 3....	Penrose.....	Pensacola Bay .....	.....	.....	600.....	3.....	3.....
Do.....	Fourth Cliff (2).....	Off station.....	.....	.....	150.....	5.....	1.....
Do.....	do.....	do.....	.....	.....	600.....	40.....	3.....
Do.....	Corson Inlet (5), Sea Isle City (5).	Off stations.....	.....	.....	800.....	2.....	2.....
Do.....	Beaver Island (12).....	Off station.....	.....	.....	10,000.....	7.....	7.....
Do.....	Jackson Park (12).....	do.....	.....	.....	4,000.....	3.....	3.....
Do.....	Grays Harbor (13).....	do.....	Louise, sch.....	345.....	.....	2.....	2.....
Sept. 4....	Golden Gate (13).....	Point Blunt, An- gel Island.....	.....	.....	.....	.....	.....
Do.....	Mackinac.....	St. Marys River.....	.....	.....	.....	.....	.....
Do.....	Newburyport (2).....	Off station.....	.....	.....	1,000.....	6.....	6.....
Do.....	Barnegat (5).....	do.....	Uncle Sam, m. b.- Pastime, yacht.....	400.....	.....	3.....	3.....
Do.....	Charlevoix (12).....	do.....	Tramp, m. b.....	.....	600.....	100.....	3.....
Do.....	Holland (12).....	do.....	.....	.....	200.....	6.....	6.....
Do.....	Jackson Park (12).....	do.....	.....	.....	150.....	2.....	2.....
Do.....	Baaddah Point (13).....	Near Tatoosh Is- land.....	.....	.....	10,000.....	33.....	33.....
Do.....	Point Adams (13).....	Desdemona Sands.....	.....	.....	500.....	10.....	1.....
Sept. 5....	Portsmouth Har- bor (1).....	Off station.....	.....	.....	500.....	5.....	5.....
Do.....	Peaked Hill Bars	.....	.....	.....	.....	.....	.....
Do.....	(2).....	do.....	.....	.....	.....	.....	.....
Do.....	Fire Island (4).....	.....	.....	.....	.....	.....	.....
Do.....	Forge River (4).....	do.....	.....	.....	800.....	6.....	6.....
Do.....	Lone Hill (4).....	do.....	.....	.....	400.....	1.....	1.....
	Cruso, s/p.....	.....	.....	.....	800.....	4.....	4.....

Swamped in rough sea; picked up boat and took crew to destination.

Bather overcome by undertow; rescued.

Ashore on mud flat; floated.

Assisted in rescuing woman from drowning and in resuscitating her.

Went aground in gale; pulled off beach and anchored in safe place.

Ignition gear burned out; picked up and towed to wharf.

Motor disabled, waving for assistance; towed into harbor.

Disabled, chain tangled in propeller; towed to safety.

Upset in high sea, 4 men drowned; 1 man saved and boat picked up.

Broken spark coil, drifting out into lake; towed to dock.

Dragging anchor and in danger of being dashed onto beach by choppy sea; towed to harbor.

Anchored in exposed place and in dan-

ger of being driven ashore; assisted in

towing schooner to safety.

Yacht belonging to King of Denmark

broke her mast in race and was towed

to safety.

2 helplessly intoxicated people in grave

danger of being run down by passing

steamers; were picked up in small

boat and turned over to police.

Stranded on breakwater; pulled off.

Aground at entrance of harbor; pulled

off and towed to port.

Broken down in lake; towed to safety.

Broken down, waving for help; towed

to station.

Engine disabled, helpless; towed to

harbor.

Anchored near rocks and in danger of

standing; towed to a safe place.

Broken down; towed to station, where

keeper made repairs.

Engine disabled; towed to station.

3 bathers rescued from drowning; 1 given resuscitative treatment.

Aground on bar at night in strong sea;

floated and proceeded.

Engine disabled; towed to station.

Aground on bar; floated.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Do.....	Plum Island (12).....	do.....	Siwash, m. b.....	327	Lumber.....	200	\$15
Sept. 8.....	Acushnet	Caroline Gray, sch.	327	Lumber.....	4,000	8,000	1
Do.....	Marthas Vineyard, Mass.	Bertha M., m. b.....	250		250		6
Do.....	Near Whales Back Ledge.	Bertha M., m. b.....	150		150		1
Do.....	Off station.....	Onourway, m. b.....	4		4		
Do.....	Hunniwells Beach (1).	McCam Brothers, m. b.	300		300		
Do.....	Gurnet (2).....	Pansy, m. b.....	140		140		
Do.....	Beaver Island (12).....	Tillicum, m. b.....	6,000		6,000		
Do.....	Jackson Park (12).....	Dervish, sch.....	26		26		
Do.....	Cape Disappointment (13).	R. G.'s, m. b.....	49		49		
Sept. 9.....	Watch Hill (3).....	R. G. Shaw, Br. str.	28		28		
Do.....	Sandy Hook (5)						
Do.....	Harbor Beach (11).....						
Sept. 10.....	Hunniwells Beach (1).						
Do.....	Gloucester (2).....	Mary C., m. b.....					
Do.....	Fire Island (4), Oak Island (4).	Patience, m. b.....	1,200		1,200		2
Do.....	Short Beach (4).....	Rambler, m. b.....	2,000		2,000		10
Do.....	Deal (5).....	_____, skiff.....	500		500		3
Do.....	Assateague Beach (6).	_____, m. b.....	250		250		3
Do.....	Sturgeon Point (11).....	D. A. Trumpour, m. b.	9	Fish nets, etc.....	1,000	300	2
Do.....	Evanston (12).....	The Jinks, canoe.....			125		3
Do.....	Michigan City (12).....	Max, m. b.....			150		2
Do.....	Milwaukee (12).....	_____, m. b.....			90		3
Do.....	do.....	Oris, m. b.....			350		3
Do.....	Muskegon (12).....	Hannah T., m. b.....	9	Fish.....	800	40	2
Do.....	Surgeon Bay Canal (12).	No. 8 (U. S. Survey), m. b.			600		3
Do.....	Mouth of Snake River.	Mouth of Snake River.			3,500	200	4
Sept. 11.....	Gloucester (2).....	Off station.....			600		3

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Car go.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1915.												
Sept. 11.	Corson Inlet (5) . . .	Off station . . .										
Do.	Marblehead (10) . . .	do . . .	Clara, m. b . . .		\$100 . . .			\$100 . . .	2 . . .			Bather saved from drowning; carried out to sea by current.
Sept. 12.	City Point (2) . . .	do . . .	Rambler, m. b . . .		1,200 . . .			1,200 . . .	3 . . .			Broken down, drifting toward shore; towed to safety.
Do.	do . . .	do . . .	Nordick, sloop . . .		500 . . .			500 . . .	1 . . .			Broken down off Peddocks Island; towed to port.
Do.	Louisville (10) . . .	do . . .	_____, flat . . .		5 . . .			5 . . .	1 . . .			Leaking badly; towed to repair yard.
Do.	do . . .	do . . .										In boat drifting toward falls; could not manage it and was rescued before going over falls.
Do.	Jackson Park (12) . . .	do . . .										Man hanging from bridge over river and shouting for help, as he was exhausted; picked up by crew.
Do.	do . . .	do . . .	Pequod, sloop . . .		600 . . .			600 . . .	4 . . .			Rigging disabled, drifting helplessly in strong southwest wind; taken in tow to safety.
Do.	do . . .	do . . .	Dreamer, sloop . . .		250 . . .			250 . . .	4 . . .			Stranded on sand bar; hauled off.
Do.	Plum Island (12) . . .	do . . .	Prairie, sloop . . .		500 . . .			500 . . .	8 . . .			Stranded on sand bar; released and towed to deep water.
Do.	Nome (13) . . .	Mouth of Snake River . . .	Rose, m. b . . .		1,200 . . .			1,200 . . .	3 . . .			Dragging anchor in strong wind toward beach; picked up and towed to Detroit Harbor.
Sept. 13.	Burnt Island (1) . . .	Off station . . .	Hattie B., m. b . . .	15	2,500 . . .			2,500 . . .	4 . . .			Aground on bar; ran kegge and floated.
Do.	Michigan City (12) . . .	do . . .	Max, m. b . . .		Fish . . .			300 . . .	\$10 . . .			Disabled, adrift; towed to harbor.
Sept. 14.	Acushnet, Gay Head (2).	Squibnocket Point	Gypsy Maid, m. b . . .	9	Tilefish . . .			150 . . .	2 . . .			Broken down; towed to station.
Do.	Gloucester (2) . . .	Off station . . .	Scout, m. b . . .	15	Fish . . .			2,000 . . .	325 . . .			Ran ashore; towed off and into port.
Sept. 15.	Pamlico . . .	A dam s Canal.	Jessie Irving, sch. . .	45	Lumber . . .			1,500 . . .	3 . . .			Disabled, drifting near rocky shore; towed to harbor.
Do.	Metomkin Inlet (6) . . .	Off station . . .	Franklin City, m. b . . .	7				800 . . .	9 . . .			Stranded; floated and towed to deep water.
Do.	Charlotte (10) . . .	do . . .						1,000 . . .				Stranded on bar; floated and proceeded.
Sept. 16.	Cuttymunk (2) . . .	do . . .	Veloce, m. b . . .					2,500 . . .	2 . . .			Exhausted bather rescued and taken to shore.
												Disabled; towed to harbor.

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Do.....	Oswego (10).....	do.....	Alice, m. b.....	700	
Do.....	Michigan City (12)	do.....	Max, m. b.....	150	2
Sept. 17.....	Fire Island (4)	do.....	Grotona, m. b.....	1,000	3
Do.....	Milwaukee (12).....	do.....			1
Sept. 17-18.	Evanston (12).....	do.....	Optimist, sloop.....	150	
Sept. 18.....	Gloucester (2).....	do.....	_____, m. b.....	300	4
Sept. 19.....	Shark River (5)	Shark River Inlet.	_____, m. b.....	1,500	3 2
Do.....	Old Chicago (12).....	Off station.....	Amy, m. b.....	700	4
Do.....	do.....	do.....	Irene, m. b.....	650	3
Do.....	South Haven (12).....	do.....	_____, canoe	35	1
Sept. 20.....	Fire Island (4).....	do.....	Resolute, m. b.....	2,000	4
Do.....	Corson Inlet (5), Sea Isle City (5).	Corson Inlet Bar.....	_____, m. b.....	300	50 9 8
Do.....	Heresford Inlet (5).....	Off station.....	Alice, m. b.....	1,000	6
Do.....	Wachapreague (6).....	do.....	Virginia, monitor.....	700	
Do.....	Plum Island (12).....	do.....	E. A. Clayton, m. b.	950	2
Sept. 15, 20, 21.	Apache.....	Sycamore Point, Corsica River, Md.	E. H. Taylor, sch.....	1,200	3
Sept. 21.....	Gurnet (2).....	Off station.....	Independence, m. b.	225	5 1
Sept. 22.....	Acushnet.....	Marthas Vineyard.	Silver Leaf, Br. sch.	341	900 7
Do.....	Cuttlyhunk (2).....	Near Gull Island.....	Argo, m. b.....		1
Do.....	Straitsmouth (2).....	Thatchers Island.....	Quimper, m. b.....	150	
Do.....	Milwaukee (12).....	Milwaukee Bay.....	Erna, m. b.....	300	50,000 9
Sept. 23-24.	Apache.....	Off coast of Virginia.	Edwin R. Hunt, sch.	35,000	
Sept. 24.....	Pamlico.....	Pasquotank River.	Trenton, str.	15,000	800 13
Sept. 25.....	Great Wass Island (1).	Off station.....	Eva, m. b.....	200	1
Do.....	Portsmouth Har- bor (1).	do.....	Blanch and Mor- ris, m. b.....	150	3
Do.....	do.....	do.....	_____, m. b.....	200	1
Sept. 26.....	Hunniwells Beach (1).	do.....	Fish.....	500	

Broken away and drifting into lake; towed in.
 Disabled in rough seaway; towed in.
 Stranded; towed afloat and proceeded.
 Rescued from drowning man who had fallen off pier.
 Sunken; bailed out and hauled up on beach.
 Propeller fouled, drifting on break-water in seaway; towed in.
 3 occupants thrown out by rough sea; 2 rescued and body of third man recovered and resuscitation attempted.
 Broken down; towed into river.
 Disabled; towed to harbor.
 Capsized; in lake; rescued 1 man from water.
 Stranded on shore; towed clear and into deep water.
 Rescued 8 men from capsized boat in surf and recovered body of 1 drowned.
 Struck on bar and disabled; taken in tow to safe berth.
 Broken away and drifting into breakers; taken in tow to harbor.
 Disabled in gale; picked up and towed to port.
 Stranded high on beach; hauled into deep water.

Disabled in rough sea; towed in.

Stranded; towed clear and into deep water.

Propeller fouled boat in rough sea; towed in.

Stranded on rocks; floated clear and towed into harbor.

Adrift in lake, unattended; towed in.

Disabled at sea; picked up and towed into Hampton Roads.

Engine disabled; towed to harbor.

Out of fuel, signaling for assistance; towed in.

Engine disabled; towed to port.

Disabled engine; towed into port.

Parted moorings during gale and being driven upon rocks; overtaken in dory and kept from stranding until taken in tow by another motor boat.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
Sept. 26.	City Point (2)	Off station	—, sloop				\$500					
Do	do	do	Hesper, sloop	500			500		4			
Do	do	do	Clifdale, m. b.	500			500		6			
Do	do	do	Senator, sloop	700			700		2			
Do	do	do	Irex, yawl	3,000			3,000		10			
Do	do	do	Isabel, m. b.	2,500			2,500		20			
Do	do	do	Doddle, sloop	1,500			1,500		12			
Do	Nahant (2)	do	—, m. b.	125			125					
Do	Newburyport (2)	do	Wigton, m. b.	300			300					
Do	Hereford Inlet (5)	Hereford Inlet Bar.	Susie R. F. Allen, m. b.	1,500			1,500		13			
Do	Niagara (10)	Niagara River	—, m. b.	400			400		1			
Do	Surgeon Point (11).	Off station	—, m. b.	150			150					
Sept. 27.	Ossipee	Diamond I d. Ledge, Me. Cushings Island...	Anna, m. b.	Supplies for dredge.			800		2			
Do	do	Merlin, m. b.	Merlin, m. b.	5			3,500					
Do	Hanniwells Beach (1)	Off station	—, m. b.				100					
Do	Newburyport (2)	On Newburyport	Doris V., m. b.				1,200					
Do	do	—, m. b.										
Do	Point Allerton (2)	do					150					
Do	Sandy Hook (5)	do					150					
Do	Glen Haven, Mich.	Sleeping Bear Point (12).	Helen, m. b.				600		3			
Do	Geo. W. Wescott, sch.		Geo. W. Wescott, sch.	122	Firewood		\$500		4			

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Sept. 28....	City Point (2)	Peddock's Island...	Havalaf, slp.....	800	3	
Do.....	Gloucester (2)	Off station.....	Mallard, yawl.....	1,200	2	
Do.....	do.....	do.....	Gertrude, m. b.	150	2	
Do.....	Tawas (11)	Tawas Bay.....	Erd, m. b. (and tow).	700	1	
Do.....	Grays Harbor (13)	Off station.....	Colorado, m. b.....	500	3	
Sept. 29....	Hunniewells Beach (1).	do.....	—, m. b.....	500	3	
Do.....	Sabine Pass (9)	do.....	Kingfisher, m. b.	350	1	
Do.....	Harbor Beach (11)	do.....	Ellen Gertrude, str.....	2,000	6	
Do.....	Frankfort (12)	do.....	No. 3 (U. S. L. H. S.) m. b.	200	1	
Sept. 29-30.	Monomoy Point (2)	Stone Horse Shoal.	Lumber.....	20,000	5,000	
Sept. 30....	Morrill.....	St. Clair Flats	E. Marie Brown, sch.	300,000	350,000	
Do.....	City Point (2)	Canal, Mich.	John J. Barlum, str.	200	29	
Do.....	Wachapreague (6)	Off station.....	Aeolus, yawl.....	1,000	6	
Do.....	Aransas (9)	do.....	Dorothy Whacker, m. b.	350	6	
Do.....	Surgeon Bay	do.....	—, m. b.....	700	3	
Do.....	Cape Disappointment (12).	Carnation, m. b.....	Carnation, m. b.....	700	3	
Oct. 1....	Cape McKenzie Head.....	—, m. b.....	—, m. b.....	600	300	
Oct. 2....	Point Lookout (4).	Sea Witch, m. b..	Gill net.....	5,000	1	
Do.....	Lewes (6)	do.....	Sea Witch, m. b..	13	9	
Oct. 3....	Cape May (5).	do.....	865	Coal.....	4	
Do.....	Forked River (5)	Near Coopers Slough.	Flora, sch. bge.....	2,500	1	
Do.....	Louisville (10)	Off station.....	Bagatelle, m. b.....	25	5	
Oct. 4....	do.....	do.....	—, flat.....	2,500	1	
Oct. 6....	Davey.....	do.....	Miramir, m. b.....	44	1	
Do.....	Racine (12)	do.....	Bisso No. 3, bgo.....	150	21,000	
Oct. 7....	Jackson Park (12)	Algiers Point, La..	Algiers Point, La..	2,500	2	
Do.....	Michigan City (12)	Off 8th St. pier.....	Off 8th St. pier.....	200	150	
		—, m. b.....	—, m. b.....	200	3	
		Helen R., m. b.....	Helen R., m. b.....	200	2	

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Cargo.	Persons on board.	Lives saved and persons rescued from peril.	Persons succeeded from perill.	Persons succored.	Remarks.
Oct. 7.	St. Joseph (12)...	Off station.....	Slivers, m. b...	356		\$800			8			Adrift and in danger of striking on bridge in seaway; towed to wharf.
Do....	Willapa Bay (13)...	North Spit.....	Beulah, sch.....			30,000			7	7		Disabled, anchored in dangerous position on shoal; towed into deep water.
Oct. 8.	Charlotte (10)...	Off station.....	_____, houseboat.....			350			7	7		Pounding on bottom, in danger of breaking up; towed into river.
Do....	Willapa Bay (13)...	North Spit.....	Cazadero, m. b.....			3,000			5	5		Disabled near bar, in danger of drifting to sea; towed in.
Oct. 9.	Metomkin Inlet (6)	Off station.....	_____, bge.....			800	\$100		2			Stranded; towed clear and into deep water.
Do....	Niagara (10)...	Off Fort Niagara Beach Park.....	_____, m. b.....			200			2			Disabled, driving down lake and toward beach; towed in.
Do....	Bois Blanc (11)...	Little Island.....	Lillie R., m. b.....	15		1,000			4			Stranded; towed off and proceeded.
Do....	Point Adams (13)...	Clatsop Spit.....	_____, m. b.....			600			1			Driven ashore, filled with sand and water; cleared and floated.
Oct. 10.	Cleveland (10)...	Off station.....	Wilma, m. b.....			1,000			4			In distress, broken down in lake; towed into river.
Do....	Jackson Park (12)...	do.....	Thelma, slp.....			400			5			Sail blown away and drifting in lake; towed in.
Oct. 11.	Tallapoosa....	Mobile, Ala.....							1	1		Intoxicated man, who had fallen off wharf into river, rescued and cared for on vessel.
Oct. 12.	Bear....	Grantley, Harbor, Alaska.	Challenge, m. b.....	39		2,500			3			Stranded; floated and proceeded for None.
Do....	White Head (1)...	Off station.....	_____, sch.....			300			1			Dragging onto rocks; taken in tow to safe berth.
Do....	City Point (2)...	do.....	Mabel E., m. b.....			1,200						On fire; station crew extinguished fire.
Do....	Ocracoke (7)...	Howards Reef.....	Polly, m. b.....			1,000			2			Ashore on reef; floated and towed to station.
Oct. 12-13..	Snohomish....	Cape Flattery, Wash.	Stella Prvn, bkn.	690		30,000			10			Drifting to sea, crew stricken with beriberi and unable to work vessel; towed inside and to Port Townsend.
Oct. 13....	Big Kinnakeet (7).	Off station.....	_____, rowboat.....			50						Small boat found adrift along shore and taken to place of safety.
Do....	Galveston (9)....	do.....	_____, skiff.....			20			1	1		Boat swamped; occupant thrown into water; man rescued and boat towed to land.

Do.....	South Chicago (12)	do.....	She, m. b.....	500	4	
Do.....	Coos Bay (13).....	do.....	Alliance No. 2, Br. m. b.....	10,500	10	
Oct. 14..	Acushnet, Muskeget (2).	Nortons Shoal, Nantucket Sound. Off stations.....	F. C. Lockhart, Br. sch. Quest, m. b.....	20,000	4,500	
Oct. 13-15..	Sturgeon Point (11) Thunder Bay Island (11). City Point (2).....	Off station.....	Mallard, m. b.....	600	5	
Oct. 15..	Bois Blanc (11).....	Point Catash.....	Elaine, m. b.....	1,200	4	
Do.....	Nome (13).....	Off station.....	Defiance, m. b.....	1,200	4	
Oct. 16..	Gloucester (2).....	do.....	Bonita, str.....	4,000	5	
Oct. 16-17..	Snohomish.....	Friendly Cove, B.C. Chances Island.....	Puritan, m. b.....	5,000	5	
Oct. 18..	Cross Island (1).....	Off station.....	Wolverine, sch.....	18,000	15	
Do.....	Eatons Neck (4).....	do.....	_____, skiff.....	4,000	2	
Do.....	Arena Cove (13).....	do.....	Alliance No. 2, Br. m. b.....	5	1	
Oct. 19..	Gurnet (2).....	do.....	_____, m. b.....	175	10	1
Do.....	Louisville (10).....	do.....	Sophia Johnson, m. b.....	175	2	2
Oct. 19-20..	Snohomish.....	Low Point, Wash. Hunniwells Beach (1). Cape Disappointment (13). Arcata.....	Lizzie J. Call, sch. _____, m. b.....	4,000	4	
Oct. 20..	do.....	Puget Sound.....	Pug (with barge Pacific No. 6 in tow), m. b.....	4,000	5	
Oct. 21..	do.....	Off station.....	Trojan, m. b.....	100	100	
Do.....	Seabright (5).....	do.....	Off station.....	2,500	1	
Do.....	Bogue Inlet (7).....	do.....	D. Borahlee, Yacht. Agnes, m. b.....	1,000	1,000	
Oct. 22..	Forked River (5).....	Oyster Creek Channel. Off station.....	Off station.....	700	700	
Do.....	Assateague Beach (6). Port Austin (11).....	do.....	do.....	800	800	
Do.....	do.....	do.....	do.....	300	300	
			Elsie C., m. b.....	200	200	

Do.....	Ran ashore; floated, kept free of water, and towed to Alpena.	4	
	Disabled in lake; towed into Calumet River.		
	Ran ashore crossing in over bar; floated and towed to deep water.	10	
	Stranded; floated and towed to Vineyard Haven.	7	
	Ran ashore; floated, kept free of water, and towed to Alpena.	5	
	Launch on fire; extinguished by station crew.		
	Broken down offshore; towed into port. Foundering at anchorage on water front; freed, leak repaired, and taken to safe anchorage.		
	Disabled, striking on ledges; towed to port.		
	Lost wheel; picked up on Vancouver Coast and towed to Neah Bay.		
	Ran ashore; blocked up and floated off into deep water.		
	Capsized and occupant thrown into water; rescued and supplied man with dry clothing.		
	Rescued one man in open boat at sea, survivor of wreck, and recovered bodies of drowned.		
	Broken down in Cape Cod Bay; towed to Plymouth.		
	Revived attempted suicide and turned her over to hospital authorities.		
	Stranded in Strait of Fuca; floated and towed to port.		
	Aground on rocky shore; floated and taken to safe berth.		
	Engine disabled, drifting to sea; towed to Fort Canby.		
	Disabled by broken shaft; towed to harbor.		
	Stranded on coast; floated and proceeded.		
	Floated stranded yacht and towed her to safety.		
	Aground; hauled off into deep water.		
	Engine disabled, flying signal of distress; picked up and towed to safety.		
	Engine disabled; drifting onto reef; picked up, towed to safety, and motor started.		

Assistance rendered by cutters and stations, involving the saving of life and property—Continued

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1915.												
Oct. 22....	North Manitou Island (12).	Off station.....	Dorothy, m. b.....	8	Fish and nets.....	\$800	\$150	2	.....	.....	.....	Engine disabled, burning distress signal; picked up and towed to harbor; abandoned and drifting out to sea; picked up and restored to owner.
Oct. 23....	Nahant (2)	do.....	_____, m. b.....	200	.....	200	.....	.....	.....	.....	.....	Adrift; abandoned by crew; picked up and towed to port.
Do.....	Newburyport (2)	do.....	Bessie G., m. b.....	200	.....	200	.....	3	.....	.....	.....	Flying signal of distress and unmanageable sailed her into port and furnished gasoline for pumps.
Do.....	Wood End (2)	do.....	Mildred H. Corchran, Br. sch.	175	.....	3,000	.....	5	.....	.....	.....	Engine disabled; drifting onto rocks; hauled off and returned to moorings.
Do.....	Jackson Park (12)	do.....	Gertrude, m. b.....	150	.....	150	.....	1	.....	.....	.....	2 men in small skiff rescued from dangerous position, owing to ebb tide and rough sea.
Do.....	Humboldt Bay (13).	do.....	_____, skiff.....	20	.....	20	.....	2	2	2	2	Drifting helplessly; picked up and towed to Quincy.
Oct. 24....	Point Allerton (2)	do.....	Surprise, m. b.....	100	.....	100	.....	4	.....	.....	.....	Engine disabled; towed to port.
Do.....	Jones Beach (4)	do.....	Chester, m. b.....	150	.....	150	.....	1	.....	.....	.....	Engine disabled; picked up and towed inside.
Do.....	Ocean City (5).	do.....	_____, m. b.....	150	.....	150	.....	2	.....	.....	.....	Capsized while racing; picked up, righted, and towed to dock.
Do.....	Charlotte (10).	do.....	Swish, catboat.....	125	.....	125	.....	1	.....	.....	.....	Disabled and hanging to nets; towed to safety.
Do.....	North Manitou Island (12).	do.....	Coon, m. b.....	8	Fish and nets.....	750	145	3	.....	.....	.....	Unmanageable in gale; picked up and towed to light station.
Do.....	Point Adams (13)...	Clatsop Bay.....	_____, sailboat.....	100	.....	100	.....	1	1	1	1	Raised sunken yacht and pumped her out.
Oct. 25....	Great Egg (5).....	Off station.....	Elsie, yacht.....	200	.....	200	.....	.....	.....	.....	.....	Unable to proceed against high wind; owner seasick; towed to shore.
Do.....	Old Chicago (12)	do.....	_____, m. b.....	150	.....	150	25	1	.....	.....	.....	Ran aground; hauled off.
Oct. 26....	Kenosha (12).....	do.....	Fish and nets.....	500	.....	500	.....	2	1	1	1	Elderly man in boat, unable to row against strong wind and tide; boat half full of water; rescued.
Do.....	Milwaukee (12)	do.....	Express, m. b.....	10	.....	10	.....	1	1	1	1	Machinery disabled; signaled for help; towed to safety.
Do.....	South Chicago (12)	do.....	_____, skiff.....	300	300	2	Picked up with rudder broken and towed to safety.
Oct. 27....	City Point (2)	do.....	Illinois, m. b.....	1,000	1,000	1	1	1	1

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Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.	Cargo.	Persons on board.	Lives saved and persons rescued from perhl.	Persons succored.	Remarks.
1915.											
Nov. 2	Nome (13)	Snake River	Defiance, m. b.	7		\$4,000					In danger of being crushed by ice; hauled out to safety.
Do	Coos Bay	6 miles south of station.	Santa Clara, sch	6,309	General merchandise.	200		91	7		Stranded; 7 persons landed in breeches buoy.
Nov. 3	North Scituate (2)	Gull Ledge	L. V. 54, m. b.					1			Stranded; hauled off and towed to safety.
Do	Sheboygan (12)	Off station	Promise, m. b.			800		2			Out of fuel; towed in.
Nov. 2-4	Arcata	Whidby Island, Wash.	See-Am, m. b.	7	Fish.	2,500	\$50	3			Ran ashore in gale; floated and towed into port.
Nov. 4	Old Chicago (12)	Off station						1	1		Rescued intoxicated man who had fallen off wharf; also furnished him dry clothing.
Nov. 5	Bogue Inlet (7)	Bogue Inlet	Angela, m. b.			2,000		2			Stranded; hauled off.
Do	Cape Lookout (7)	Off station	No. 26, bge			10,000		1	1		Man rescued from stranded barge in high sea.
Do	Jackson Park (12)	do	Columbia, slp. yt.			700		4			Stranded; hauled off and towed into harbor.
Do	Humboldt Bay (13)	do	_____, skiff			150		3			Engine disabled, drifting toward bar; towed in.
Nov. 6	Cleveland (10)	do	Snooks, m. b.			200		1			Engine disabled in the nighttime; boat towed to a landing.
Do	Niagara (10)	Near mouth Niagara River.	_____, m. b.		Fish and nets	400	150	2			Engine disabled; towed in.
Do	Baileys Harbor (11)	Jackson Point	Jas. H. Hall, m. b.	100	Wood	5,000	400	4			On reef; cargo jettisoned and vessel hauled off and towed into port.
Nov. 7	City Point (2)	Spectacle Island	_____, m. b.			300		4			Shaft broken; adrift; towed to safe landing.
Do	Bellport (4)	Off station	Mohawk, m. b.			600		4			Engine disabled; towed into port.
Do	Short Beach (4)	Swift Creek	_____, m. b.					2	1		Rescued intoxicated man who had fallen overboard.
Do	Niagara (10)	do	Niagara River			Nets		75	1		Engine disabled; in danger of driving on rocks; towed to a dock.
Do	Tawas (11)	Off station	Silver Spray, m. b.			Fish		30	2	2	Waterlogged and about to sink; hauled ashore and bailed out.

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Do.....	Evanston (12).....	do.....	Victoria, m. b.....	350	4	Ran ashore; floated and taken into harbor.	
Do.....	Old Chicago (12).....	do.....	American Eagle, m. b.....	2,000	12	Disabled in lake during night; towed in.	
Do.....	Coos Bay (13).....	do.....	Traveler, m. b.....	2,000	4	Disabled and about to drift into breakers; picked up and towed to safety.	
Do.....	Point Bonita (13).....	Mile Rock Light.....	m. b.....	200	4	Picked up and towed to safety.	
Nov. 7, 8....	Acushnet.....	Squash Meadow Shoal.	Irma Bentley, Br. sch.	14,000	4	Stranded; floated with difficulty.	
Nov. 8....	Corson Inlet (5).....	Off station.....	393	Wood pulp.....	7,300	8	Discovered swamped and with 2 old men clinging to it; rescued both, bailed boat and took to harbor.
Nov. 9....	North Scituate (2).....	Cowans Rock.....	do.....	15	2	Rowlocks broken and adrift with 2 boys aboard; boys and boat brought in.	
Nov. 10....	Acushnet, Monomoy Point (2).	Stone Horse Shoal.	Charles W. Alcott, sch.	7,000	2	Sails blown away, leaking, and in danger of going on rocks; towed into harbor.	
Do.....	Ossipee, Hunniford Beach (1).	Ballhead Reef.....	Vigilant, m. b.....	500	2	Engine disabled, sails blown away, and drifting to sea before gale; men taken off with difficulty; vessel towed to port.	
Do.....	Ashatabula (10).....	Off station.....	Charles C., m. b.....	4,500	6	Engine disabled; towed in.	
Do.....	Fairport (10).....	do.....	Oliver H., m. b.....	455	3	Line in wheel; men and boat taken to safety.	
Do.....	Duluth (11).....	do.....	_____, fish boat.....	500	3	Out of fuel and in danger of drifting into breakers with 2 skiffs in tow; towed into harbor.	
Nov. 11....	Gloucester (2),	Sunflower, str.....	Fish.....	100	30	Engine disabled; towed in.	
Do.....	Straitsmouth (2).	do.....	Fish.....	7,000	6	Adrift and waterlogged; towed in.	
Nov. 12....	Old Chicago (12).	_____, sloop.....	Fish.....	300	2	Disabled and leaking; towed into harbor.	
Do.....	Fourth Cliff (2).....	_____, m. b.....	Fish.....	200	2	Engine disabled; towed into Gloucester Harbor.	
Do.....	Gloucester (2),	Mystery, str.....	Fish and net.....	2,500	6	Caught in heavy snow squall while on fishing grounds; towed into harbor.	
Do.....	Straitsmouth (2).	do.....	Fish.....	80	25	Out of fuel and signaling for help; towed in.	
Do.....	Duluth (11).....	do.....	do.....	1,000	200	Machinery disabled; towed into port.	
Do.....	Michigan City (12).....	Marie II, m. b.....	do.....	800	2	About to founder; crew rescued just before barge rolled over.	
Nov. 13....	Monomoy (2),	_____, m. b.....	do.....	800	2	Parted towline, got line in wheel and foundered in heavy sea; 7 of crew rescued with great difficulty.	
Do.....	Ashatabula (10).....	No. 22, bge.....	Stone.....	676	2	Sails blown away; towed by cutter to a harbor.	
Do.....	Erie (10).....	do.....	Philip D. Armour, stm. bge.	1,990	10	While towing barge Philip D. Armour, stranded in heavy sea; all hands taken off by breeches buoy and vessel floated by cutter.	
Do.....	Gresham, Chat-	do.....	Jennie A. Stubbs,	2,500	10		
Nov. 13, 14.	ham (2).	do.....	sch.	50,000	10		
	Morrill, Erie (10).....	do.....	Henry E. Gillen,	96	10		
			str.				

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1915.												
Nov. 14.	Acushnet.....	Hedge Fence Shoal.	Lucia Porter, sch...	284	Laths.....	\$6,000	...	6	...	Stranded; floated and towed into deep water.		
Do.	Newburyport (2) ..	Off station.....	C. S. L., m. b.....	26	.....	450	...	2	...	Struck on breakwater; freed and sent on her way.		
Do.	Hartley, Fort Point (13).	New Black Point.	Pilgrim, m. b.....	8	.....	10,000	...	7	...	On fire, abandoned, and drifting; fire extinguished by cutter and station crews, assisted by others.		
Nov. 15.	Fenwick Island(6).	Off station.....	Allie, m. b.....	.....	.....	150	...	2	2	Engine disabled and boat drifting on lee shore; towed in and crew given shelter.	2	
Do.	Saluria (9).....	do.....	Ina, m. b.....	.....	.....	400	...	2	...	Engine disabled; towed into port.		
Do.	Cleveland (10) ..	do.....	Red Wing, sch.....	15	.....	1,000	...	1	...	Disabled in gale and drifting ashore; towed to a dock.		
Nov. 16.	Buffalo (10) ..	do.....	Scout, m. b.....	.....	.....	300	...	1	...	Stranded; hauled off and towed to a dock.		
Do.	do.....	do.....	Katherine Gunn, m. b.	.....	.....	3,500	...	1	...	Do.		
Do.	Cleveland (10) ..	Harbor entrance.....	No. 54, m. b.....	.....	.....	500	...	1	...	Engine disabled, drifting toward break-water; towed to safety.		
Do.	Snohomish.....	Mouth Hope River, Wash.	Flattery, m. b.....	.....	.....	1,100	\$100	3	3	Ashore; shot line to vessel and pulled her off; towed into harbor and pumped out.		
Nov. 15, 16, 17.	Monomoy Point(2)	Off station.....	Tam, catboat.....	6	Fish.....	1,000	15	2	2	Ran aground; floated by tide and went adrift in sinking condition; Coast Guardsmen shifted cargo, righted her, and towed her to safety.		
Do.	Forge River (4).	do.....	....., scow.....	.....	Moving material.	400	500	2	2	Lost anchor and went on shoal; recovered anchor and pulled vessel off.		
Do.	Ocracoke (7).....	do.....	Annie F. Wahab, sch.	26	.....	1,000	...	3	3	On bar; ran line and hauled her off.		
Do.	Erie (10).....	Misery Bay.....	Bunker, m. b.....	10	Fish.....	2,000	150	4	4	On bar; towed to safety.		
Do.	Jackson Park (12) ..	Off station.....	Loretta, m. b.....	.....	.....	750	...	1	1	Disabled by line in wheel; drifting toward breakwater and pounding; towed to safety.		
Nov. 15-18.	Point Lookout (4).	Jones Inlet.....	Star, m. b.....	.....	.....	.....	.....	4	4	Stranded; worked unsuccessfully 4 days to float vessel; became total loss.		

Nov. 18	Cleveland (10).....	Harbor entrance.....	—, scow.....	300	Sand, stone, and mixer.	5,000	6,000	
Do.....	Lorain (10).....	Off station.....	Red Wing, m. b.....	800		1		
Do.....	Coquille River (13).....	do.....	—, m. b.....	260		2	2	
Do.....	Portsmouth Harbor (1). ..	do.....	Kate, m. b.....	325		1	1	
Do.....	Gurnet (2).....	do.....	No. 34, m. b.....	250		2	2	
Do.....	Oak Island (7).....	Cape Fear River.....	Ethel G., m. b.....	9		2	2	
Do.....	Marblehead (10).....	Off station.....	—, m. b.....	Fish.....	3,000	2		
Do.....	Jackson Park (12).....	do.....	Hydraulic dredge.....	250	75	3		
Nov. 20	Mantoloking (5).....	do.....	—, m. b.....	60,000		9	9	
Do.....	Big Kinnakeet (7).....	do.....	Emma, m. b.....	200		3		
Do.....	Gilberts Bar (8).....	St. Lucie River.....	—, m. b.....	300		2		
Do.....	Jackson Park (12).....	Off station.....	Argo, yawl.....	800		1		
Do.....	Frankfort (12).....	Lake Betsie.....	Harriet M., str.....	800				
Do.....	Point Bonita (13), Golden Gate (13).....	Lands End.....	—, m. b.....	2,400				
Nov. 20, 21.	Seneca.....	N. E. End Light- ship.....	Black Rock, str.....	1,997	50,000	1	1	1
Nov. 21.	McCulloch.....	Sausalito, Cal.....	—, skiff.....			21		
Do.....	City Point (2).....	Off station.....	Spry, yawl.....				3	
Do.....	Fourth Cliff (2).....	do.....	—, canoe.....				3	
Do.....	Oak Island (4).....	do.....	Cecile, catboat.....				3	
Do.....	Short Beach (4).....	do.....	—, m. b.....				3	
Do.....	Erie (10).....	do.....	—, skiff.....				1	
Do.....	Racine (12).....	do.....	—, skiff.....				2	

Unmanageable in strong wind; towed to safe place and made secure.
Engine disabled, unable to make harbor; towed in.

Engine disabled, drifting to destruction on bar; picked up just in time.

Engine disabled on lee shore; responding to distress signals picked boat up and towed to Kittery, Me.

Fishermen trying to make harbor during storm; assisted ashore and boat pumped out; succor afforded.

Driven ashore in gale; crew rescued and boat saved.

Broken fuel pipe, helpless in high sea; towed to safety and repairs made.

Caught in heavy surf; assisted in towing with lifeboats and ran lines to pier, thus saving dredge from destruction.

Engine disabled; towed to port.

Broke from moorings and drifted ashore; floated and towed into harbor.

Engine disabled; towed to safety.

On bar; hauled off and turned over to a launch that had her in tow.

Parted lines and went aground in 48-mile gale; floated.

Boat upset; occupant rescued from near-by rock; revived and succored at Point Bonita Station.

Engine disabled and entirely helpless in strong gale; ran hawser with great difficulty and towed vessel to New York.

3 men capsized in skiff belonging to yacht Cypress; all taken from water and later returned to their vessel.

Rudder broken and leaking badly; towed to safety.

2 men in exhausted condition discovered clinging to overturned canoe; rescued and resuscitated at station; clothing furnished.

Unmanageable in strong wind and tide; towed to safety.

Stranded; engine disabled; towed to safety.

Caught in strong wind and occupant unable to reach land; towed to safety.

Driven out into lake; picked up and towed in.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Value.	Cargo.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1915.												
Nov. 22....	Gurnet (2)....	Off station.....	No. 159, m. b.....	47	Fish.....	\$500	\$10	4	10	10	10	Engine disabled; picked up and towed to Plymouth. Dragged anchor and drifted ashore; pulled afloat and towed to safe anchorage.
Do.....	Hatteras Inlet (7)....	do.....	Wisdom, yacht.....	7	.....	30,000	.....	.....	.....	.....	.....	Engine disabled; towed to safety. Unable to come in stays and anchored on reef; towed into harbor.
Do.....	Oak Island (4)....	do.....	Neva, m. b.....	222	Lumber.....	1,200	2,000	2	6	6	6	Crab fisherman became frightened at high seas and beached his boat; crew helped haul boat clear of surf; man furnished food and clothing.
Do.....	Racine (12)....	do.....	Minerva sch.....	.....	.....	2,900	.....	.....	1	1	1	.....
Nov. 23....	Southside (13)....	do.....	Marie, m. b.....	.....	.....	1,400	.....	.....	1	1	1	.....
Nov. 24....	Hog Island (6)....	do.....	....., m. b.....	.....	.....	1,500	.....	.....	7	7	7	.....
Do.....	Lewes (6)....	do.....	Kitty L., m. b.....	.....	.....	700	.....	.....	3	3	3	.....
Do.....	Ocracoke (7)....	Pamlico Sound.....	....., m. b.....	.....	Decoys.....	200	100	2	2	2	2	.....
Do.....	Velasco (9)....	Off station.....	....., bge.....	.....	.....	3,000	.....	.....	1	1	1	.....
Do.....	Old Chicago (12)....	do.....	Rainbow, m. b.....	.....	.....	600	.....	.....	.....	.....	.....	.....
Do.....	Golden Gate (13)....	do.....	.....	.....	.....	.....	.....	.....	1	1	1	.....
Nov. 25....	Gloucester (2)....	do.....	Minneola, sch.....	68	Lumber.....	700	2,700	3	3	3	3	.....
Do.....	Muskeget (2)....	Entrance to Muskeget Harbor.....	....., skiff.....	.....	.....	.....	.....	.....	1	1	1	.....
Do.....	North Scituate (2)....	Minots Light.....	....., m. b.....	.....	.....	.....	.....	.....	2	1	1	.....
Do.....	Marblehead (10)....	Off station.....	Noma D., m. b.....	.....	.....	.....	300	.....	.....	3	3	.....

Do.....	Coquille River (13)	Charm, m. b.....	47	7,000	3	3	Struck snag, damaging propeller shaft; drifting helplessly in storm; picked up and towed to safety.
Nov. 27	Miami.....	Exford, Br, str.....	4,503	300,000	32	2	Pulled from reef and convoyed to port.
Nov. 28	Point Allerton (2)	Col. Goethals,m.b.....	.....	300	2	2	Engine disabled; towed to port.
Do.....	Michigan City (12)	Isolda Bock, sch.....	70	800	250	2	Adrift in heavy sea with engine disabled; picked up and towed to port.
Do.....	Two Rivers (12)	....., m. b.....	.....	500	2	2	Struck pier while entering harbor; would have broken up had she not been towed clear by station power boats.
Nov. 30	Stone Harbor (5)	....., m. b.....	.....	1,300	6	3	3 fish pound boats drifting to sea owing to disabled motor in tender; all towed to harbor.
Dec. 1	Gurnet (2)	....., m. b.....	.....	300	1	1	Engine disabled; towed to Plymouth.
Do.....	Sandy Hook (5)	....., m. b.....	.....	800	2	2	Engine disabled; towed to safety.
Do.....	Hog Island (6)	Thos.B.Cator, sch.	46	2,500	3	3	Grounded on sand bar; floated on rise of tide and towed into harbor.
Do.....	Louisville (10)	.....	.....	.....	.....	1	Rescued drunken man who had plunged into river to commit suicide.
Do.....	Grand Haven (12)	Catherine, m. b.....	5	200	.....	2	Disabled at sea; picked up and towed to harbor.
Dec. 2	Cape Fear (7), Oak Island (7).	Hockomock, m. b.....	46	7,000	.....	12	Aground on Frying Pan Shoals in very dangerous position; floated vessel and accompanied her to Southport.
Do.....	Little Kinnakeet (7).	Clara S., m. b.....	.....	500	.....	2	Ashore in surf; gave crew lodging and floated launch next morning.
Dec. 2-3	Portsmouth (7)	Jessie Irving, sch.....	45	Pease.....	2,500	1,000	Aground on shoal; helped lighter cargo and take vessel into safe water.
Dec. 3	Lake View Beach (11).	Mary Lou, m. b.....	.....	2,500	.....	3	Engine disabled; towed 8 miles to destination.
Do.....	Michigan City (12).	Pile driver.....	.....	25,000	7,000	8	Driven ashore in severe blow; floated. Stranded; floated after much difficulty.
Dec. 4	Gresham, Acushnet, Cuttyhunk (2).	Childe Harold, sch	676	Coal.....	400	.....	.....
Do.....	Damiscover Island (1).	....., m. b.....	.....	.....	2	Engine disabled; towed into harbor.	
Do.....	Wallis Sands (1), P o r t s m o u t h Harbor (1);	Concord Point.....	.....	.....	2	Out of fuel; towed into harbor.	
Do.....	Oak Island (7)	....., m. b.....	.....	300	.....	Stranded; floated.	
Do.....	Michigan City (12).	....., m. b.....	.....	150	.....	Engine disabled; towed into harbor.	
Do.....	do.....	....., m. b.(and tow).....	.....	150	.....	Engine disabled; towed launch and scow into harbor.	
Do.....	Fort Point (13)	Pirate II, m. b.....	5	.....	9	.....	.....
Dec. 5	Michigan City (12).	Lime Point.....	.....	2,500	.....	1	Rescued drunken man from water and furnished him dry clothing.
Do.....	Racine (12)	Off station.....	.....	.....	.....	1	Took into custody a woman bent on drowning herself by jumping from breakwater.
		do.....	.....	.....	.....	1	.....

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.	Persons on board.		Lives saved and persons rescued from peril.		Persons succeeded.	Remarks.
							Vessel.	Cargo.	6	6		
1915.												
Dec. 6.....	Ossipee, Cape Elizabeth (1).	Near Portland Head.	Wm. L. Elkins, sch.	241	Fish.....	\$1,200	6	6	On reef and in danger of breaking up; crew taken off and placed aboard cutter. Dragged anchor and went ashore; floated and taken into harbor. Saved boat and motor from wreck of boathouse crushed by ice; motor valued at \$600.			
Do.....	Ocracoke (7).....	Off station.....	Thelma G., sch.....	10	.....	300	2	2			
Do.....	Duluth (11).....	do.....	Kewpie, m. b. ....	.....	.....	.....	.....	.....
Dec. 7.....	Thetis.....	Honolulu Harbor. —, small boat.	.....	.....	.....	.....	1	1	Picked up officer from interned German cruiser, who was thrown into the water by the sinking of his boat. Swamped in trap piling; towed clear and beached.		
Do.....	Cape Disappointment (13). Apache.....	Off station.....	—, m. b.....	5	Apples.....	700	\$150	2	Stranded; hauled off after lightering cargo and taken to Baltimore, as vessel was leaking.			
Dec. 2, 4-8..	Tawas (11).....	Sharps Island, Md.	Waltham, sch.....	523	Coal.....	7,000	2,065	7	Broke mooring and grounded; floated. Anchored in dangerous locality with steering gear broken; towed to safety.			
Dec. 8.....	Dec. 9.....	Lake St. Clair.....	Mar' Lyon, m. b.	10	.....	400	1,500	2	Broke from anchorage in San Francisco Bay and drifted out Golden Gate and in among rocks and breakers at Point Bonita; crew abandoned vessel but were picked up by station crew, who also towed schooner to a safe anchorage at Sausalito.		
Do.....	Point Bonita (13), Fort Point (13).	Off stations.....	Maggie V. Hartman, sch.	35	.....	1,200	.....	2	Stranded and leaking; floated and towed to safe anchorage.		
Dec. 9-10....	Pamilico	Lower Middle Ground Shoal.	Lizzie A. Williams, sch.	188	Lumber.....	8,000	3,000	4	Sails blown away and drifting to sea; overhauled 11 miles offshore; persons on board transferred to tug, which towed sloop to station; rescued persons given restorative treatment and dry clothing and sheltered overnight.			
Dec. 10.....	Hunninwells Beach (1).	Off station.....	Flora F. Thompson, sloop.	.....	Household goods.	2,500	200	7		7	

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.	Persons on board.		Lives saved and persons rescued from peril.		Persons succored.	Remarks.
							Vessel.	Cargo.	4	\$500	3	
1915.												
Dec. 19.....	Apache.....	Craighill Channel.....	Wm. H. Maguire, sch.	33	Railroad ties.....	\$2,000						
Do.....	Onondaga.....	Off Hog Island.....	Annie May, sch.....	29	Oysters.....	5,000						
Do.....	Point Allerton (2).....	Off station.....	_____ m. b.		Crabs.....	300						
Do.....	Point of Woods (4).....	do.....	Emma M. Robinson, sch.	63	Stone.....	4,000						
Do.....	Louisville (10).....	do.....							1			
Do.....	Cape Disappointment (13).....	do.....	Relief, m. b.....	10	Apples.....	1,500						
Do.....	Fort Point (13); Point Bonita (13); Jones Beach (4).....	Outside the Heads Off station.....	Beaver, slp. yt.....			400						
Dec. 19-20.....			Kathleen, m. b.....			600						
Dec. 20.....	Fourth Cliff (2).....	do.....	2 motor boats.....	5		800						
Dec. 21.....	Point Adams (13).....	do.....	_____, sailboat.....			100						
Dec. 18-22.....	Seneeca, Mantoloking (5); Chadwick (5); Atlantic City (5).....	do.....	Pero d'Alemquer, Port. bk.	1,463	Cork wood.....	15,000						
Dec. 22-23.....	Miami.....	do.....	_____, m b.....		Fish.....	1,500						
Dec. 22.....	Off Key West.....											
Dec. 23.....	Fort Macon (7).....	Off station.....	Emilia Span. str.....	1,294								
Dec. 24.....	Pamlico.....	Adams Creek.....	Lobster, m. b.....	8								
Dec. 23-24.....	Willapa Bay (13).....	North Cove.....	Success, st. bge.....	308	Coal.....	32,000						
Dec. 25.....	Durants (7).....	Off station.....	Defender, str.....	48	Log raft in tow.....	6,000						
			Hamlet, sch.....	13		900						

Do.....	Santa Rosa (9).....	Santa Rosa Island.	Joanna, m. b	2,500	1	1	
Dec. 26.....	Apache.....	Point No Point, Md.	H. J. James, sch..	4,500	1,500	4	
Do.....	Shark River (5).....	Off station.....	—, bateau.....	10	2	2	
Dec. 26-27..	Ossipee.....	Breakwater, Portland, Me.	Freddie Eaton, sch.	2,500	3,000	5	
Do.....	Gloucester (2), Straitsmouth (2).	Ipswich Bay	Mayflower, Br. sch.	4,000	3,500	5	
Dec. 27.....	Santa Rosa (9).....	Santa Rosa Island.	Emma Jane, sch..	3,500	500	8	
Do.....	Snohomish, Baad-dah Point (13).	Waaddah Island..	Sausalito, sch.....	367	8	8	
Dec. 28.....	Gloucester (2)	Off station.....	Rough Rider, m. b.	10	600	4	
Do.....	Grays Harbor (13), Willapa Bay (13).	do.....	North Rank, dredge.	—, m. b.....	2,000	2	
Dec. 30	Marblehead (10).....	do.....	U. S. mail.....	300	300	2	
Dec. 31.....	Apache.....	Kent Island.....	Dennis Simmons, bge.	2,500	1	1	
Do.....	do.....	do.....	Carroll, bge.	300	4,000	2	
Do.....	do.....	do.....	A. W. Embrey, bge.	338	4,500	2	
1916.	Pamlico	Pamlico Sound.....	Spindrift, m. b.....	22	1,000	3	
Jan. 1-2.....	Santa Rosa (9).....	Fort Pickens Point	D. B. No. 2, m. b.....	—	3,000	3	
Do.....	White Head (1).....	do.....	Lieut. Wm. Neary, m. b.	—	12,000	33	
Jan. 5.....	do.....	Off station.....	Violet, m. b.....	500	500	1	
Do.....	Core Bank (7).....	Steep Point.....	Grace M. Wallace, m. b.	12	Pine poles	50	
Do.....	North Manitou Is-land (12).	Leland, Mich.....	Leland, m. b.....	12	900	4	

Do.....	Santa Rosa (9).....	Santa Rosa Island.	Joanna, m. b	2,500	1	1	
Do.....	Apache.....	Point No Point, Md.	H. J. James, sch..	4,500	1,500	4	
Do.....	Shark River (5).....	Off station.....	—, bateau.....	10	2	2	
Dec. 26.....	Ossipee.....	Breakwater, Portland, Me.	Freddie Eaton, sch.	2,500	3,000	5	
Do.....	Gloucester (2), Straitsmouth (2).	Ipswich Bay	Mayflower, Br. sch.	4,000	3,500	5	
Dec. 27.....	Santa Rosa (9).....	Santa Rosa Island.	Emma Jane, sch..	3,500	500	8	
Do.....	Snohomish, Baad-dah Point (13).	Waaddah Island..	Sausalito, sch.....	367	8	8	
Dec. 28.....	Gloucester (2)	Off station.....	Rough Rider, m. b.	10	600	4	
Do.....	Grays Harbor (13), Willapa Bay (13).	do.....	North Rank, dredge.	—, m. b.....	2,000	2	
Dec. 30	Marblehead (10).....	do.....	U. S. mail.....	300	300	2	
Dec. 31.....	Apache.....	Kent Island.....	Dennis Simmons, bge.	2,500	1	1	
Do.....	do.....	do.....	Carroll, bge.	300	4,000	2	
Do.....	do.....	do.....	A. W. Embrey, bge.	338	4,500	2	
1916.	Pamlico	Pamlico Sound.....	Spindrift, m. b.....	22	1,000	3	
Jan. 1-2.....	Santa Rosa (9).....	Fort Pickens Point	D. B. No. 2, m. b.....	—	3,000	3	
Do.....	White Head (1).....	do.....	Lieut. Wm. Neary, m. b.	—	12,000	33	
Jan. 5.....	do.....	Off station.....	Violet, m. b.....	500	500	1	
Do.....	Core Bank (7).....	Steep Point.....	Grace M. Wallace, m. b.	12	Pine poles	50	
Do.....	North Manitou Is-land (12).	Leland, Mich.....	Leland, m. b.....	12	900	4	

Do.....	Santa Rosa (9).....	Santa Rosa Island.	Joanna, m. b	2,500	1	1	
Do.....	Apache.....	Point No Point, Md.	H. J. James, sch..	4,500	1,500	4	
Do.....	Shark River (5).....	Off station.....	—, bateau.....	10	2	2	
Dec. 26.....	Ossipee.....	Breakwater, Portland, Me.	Freddie Eaton, sch.	2,500	3,000	5	
Do.....	Gloucester (2), Straitsmouth (2).	Ipswich Bay	Mayflower, Br. sch.	4,000	3,500	5	
Dec. 27.....	Santa Rosa (9).....	Santa Rosa Island.	Emma Jane, sch..	3,500	500	8	
Do.....	Snohomish, Baad-dah Point (13).	Waaddah Island..	Sausalito, sch.....	367	8	8	
Dec. 28.....	Gloucester (2)	Off station.....	Rough Rider, m. b.	10	600	4	
Do.....	Grays Harbor (13), Willapa Bay (13).	do.....	North Rank, dredge.	—, m. b.....	2,000	2	
Dec. 30	Marblehead (10).....	do.....	U. S. mail.....	300	300	2	
Dec. 31.....	Apache.....	Kent Island.....	Dennis Simmons, bge.	2,500	1	1	
Do.....	do.....	do.....	Carroll, bge.	300	4,000	2	
Do.....	do.....	do.....	A. W. Embrey, bge.	338	4,500	2	
1916.	Pamlico	Pamlico Sound.....	Spindrift, m. b.....	22	1,000	3	
Jan. 1-2.....	Santa Rosa (9).....	Fort Pickens Point	D. B. No. 2, m. b.....	—	3,000	3	
Do.....	White Head (1).....	do.....	Lieut. Wm. Neary, m. b.	—	12,000	33	
Jan. 5.....	do.....	Off station.....	Violet, m. b.....	500	500	1	
Do.....	Core Bank (7).....	Steep Point.....	Grace M. Wallace, m. b.	12	Pine poles	50	
Do.....	North Manitou Is-land (12).	Leland, Mich.....	Leland, m. b.....	12	900	4	

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Nature of cargo.	Value.	Persons saved and persons rescued from peril.	
						Vessel.	Cargo.
1916.	Ossipee.....	Ash Island Beacon	W. D. Hilton, sch.	324	Coal.....	\$4,000	\$3,000
Jan. 7.....	Straitsmouth (2), Gloucester (2).	Off station.....	_____, m. b.....	Fish.....	160	5	5
Do.....	do.....	do.....	_____, m. b.....	do.....	200	10	1
Do.....	Gloucester (2)	do.....	_____, m. b.....	do.....	200	10	1
Jan. 8.....	Pamlico.....	Neuse River.....	Elizabeth, bge.....	Fertilizer.....	15,000	8,400	2
Do.....	Portsmouth Harbor (1).	Off station.....	_____, m. b.....	do.....	300	..	1
Do.....	Hog Island (6)	do.....	John D. Miller, m. b. (and bge.)	do.....	800	..	4
Do.....	South Haven (12)	do.....	Gorilla, m. b.....	do.....	1,000	..	3
Jan. 9.....	Itasca.....	San Juan, P. R.....	Anexion, m. b.....	do.....	700	..	3
Do.....	Portsmouth (7)	Pamlico Sound.....	U. S. L. H. S. No. 337, m. b.	do.....	300	..	1
Jan. 10.....	Quoddy Head (1)...	Woodwards Point.....	Annie G., m. b.....	do.....	2,000	..	3
Do.....	Hog Island (6)....	Off station.....	_____, m. b.....	do.....	500	30	2
Jan. 11.....	Muskeget (2)....	do.....	_____, m. b.....	do.....	500	..	3
Do.....	Brazos (9).....	Laguna Madre.....	Julia B., m. b.....	do.....	1,000	..	2
Jan. 12.....	Burnt Island (1)....	Off station.....	Myrtle T., m. b.....	do.....	600	10	2
Do.....	Muskeget (2)....	do.....	_____, m. b.....	do.....	400	..	2
Do.....	do.....	Swile Island Shoal.....	Annie and Mamie, m. b.	do.....	500	75	2
Do.....	Cleveland (10)....	Breakwater.....	do.....	do.....	..	..	2

Collided in night with unknown vessel and seriously damaged; towed to Rockland. Out of fuel; towed to harbor.

Fuel lost through broken gasoline pipe; towed to Rockport. Engine disabled; towed to Rockport. Drifted ashore while anchoring; assisted tug to pull barge off. Engine disabled; towed to mooring.

Line in propeller; towed into harbor.

Engine disabled, towed into harbor. Line in propeller; towed ashore. Engine disabled; towed in and occupant given shelter and dry clothing at station.

Driven ashore in gale with engine disabled and sail damaged; pulled off and towed to a dock at Lubec.

Line in propeller and dragging to sea; towed to station landing and propeller cleared.

Ran on shoal; ran anchor and pulled boat clear.

Engine disabled; towed in heavy sea and wind to Isabel, Tex.

Engine disabled, towed to Port Clyde. Ran on shoal; floated and sent on way. Batteries gave out and tide set boat on shoal; supplied new batteries, pulled boat clear, and sent her on her way. Rescued 2 men marooned on breakwater with temperature close to zero.

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Jan. 13....	Wood End (2).....	Off Race Point.....	No. 137, m. b.....	500.....	2.....	Engine disabled; towed to Province town.
Do.....	Forked River (5).....	Off station.....	Rambler, m. b.....	1,200.....	2.....	Stranded; floated and towed into harbor.
Do.....	Baaddah Point (13).....	Waaddah Island.....	Wyaack, m. b.....	500.....	2.....	Engine disabled and boat anchored in breakers near rocks; ran line from tug, which towed boat out of danger.
Jan. 14....	Scout.....	Puget Sound.....	Patrol, m. b.....	2,500.....	2.....	Got line in propeller and drifted broadside against bulkhead; pulled out of danger and made fast to a dock.
Do.....	do.....	do.....	John D., m. b.....	600.....	2.....	Stranded on lee shore; pulled clear and towed to Seattle.
Do.....	Muskeget (2).....	Off station.....	—, dory.....	5.....	1.....	Adrift in sound with an oar broken; towed to Maddaket Harbor.
Do.....	Hog Island (6).....	do.....	W. H. Lang, m. b.....	Fish.....	25.....	Engine disabled and boat in dangerous position; towed to safe waters and motor repaired.
Jan. 15....	Pamlico.....	Roanoke Marshes.	Raritan, bge.....	900.....	1.....	Grounded on shoal; pulled afloat.
Do.....	Point Adams (13).....	Off station.....	Bessie K., m. b.....	477.....	1.....	About to swamp in gale; pumped out and secured by additional line.
Jan. 16....	Core Bank (7).....	do.....	Audry, m. b.....	300.....	1.....	Engine trouble; towed to safe anchorage.
Jan. 17....	Point of Woods (4).....	do.....	Charles W. Lynd, m. b.....	66.....	1.....	Caught in ice field; furnished provisions; threw overboard part of cargo and worked vessel into safe water.
Do.....	Atlantic City (5).....	Rum Point.....	Zoraya, m. b.....	8,000.....	1.....	Ice in fuel pipe; towed into basin.
Do.....	Squan Beach (5).....	Off station.....	4 motor boats.....	500.....	1.....	Hauled up on beach out of reach of rough surf.
Do.....	Core Bank (7).....	do.....	800.....	800.....	1.....	Engine disabled; towed to Atlantic, N. C.
Do.....	Aransas (9).....	Corpus Christi Channel.	Maggie, m. b.....	800.....	1.....	Blown ashore in norther; shoved off and towed to harbor.
Jan. 18....	Cape May (5).....	Off station.....	—, m. b.....	350.....	1.....	Engine disabled and boat fast in ice; overhauled with great difficulty and towed in.
Do.....	Mosquito Lagoon (8).....	do.....	—, m. b.....	300.....	2.....	Stranded; floated after much work; stranded soon after getting clear and pulled off a second time.
Jan. 17-19..	Grande Pointe au Sable (12), Ludington (12).....	Yankee II, m. b.....	28.....	20,000.....	6.....	Lost bearings in snowstorm and stranded; all hands taken off by boat through surf and ice during gale.
Jan. 19....	Apache.....	do.....	Car Ferry No. 19, str.	2,626.....	1.....	Damaged by ice and leaking; towed to Baltimore.
Do.....	do.....	do.....	Virginia Rulon, sch.	3,700.....	4.....	Leaking; hull damaged by ice; towed to Baltimore.
Do.....	Acushnet.....	do.....	Three Sons, sch.....	3,000.....	5.....	Vessel on coast without anchor gear and unable to get inside; towed to Vineyard Haven.
Do.....	Muskeget (2).....	Off station.....	Lavina M. Snow, sch.	12,000.....	6.....	Frozen in and in danger of being carried out to sea; cut channel to boat and hauled her out on beach.
		—, m. b.....	—, m. b.....	400.....	2.....	

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.	Remarks.	
							Vessel.	Cargo.
1916.								
Jan. 20	Acushnet.....	Squash Shoal.	L. T. Whitmore, sch.	440	Coal.....	\$3,000	5	5
Do.....	Golden Gate (13), Fort Point (13).	Lands End.....	Three Sisters, m.b.		Crabs.....	1,200	10	2
Do.....	Humboldt Bay (13).	do.....	Corporal, m. b.....			500		
Do.....	Point Adams (13).	do.....	No. 127, m. b.....			100		
Jan. 21	Manomet Point (2), Gurnet (2).	Cape Cod Bay.....				250		
Do.....	Fishers Island (3) ..	Moss Ground.....	Lottie, m. b.....				1	
Jan. 22	Hereford Inlet (5), Stone Harbor (5).	Off station.....	Maud F., m. b.....		Fishing trawls.	1,000	30	2
Jan. 24	Hunniwells Beach (1).	Jack Knife Ledge.	Mattie Newman, sch.	9	Fish.....	800	4	4
Do.....	Forked River (5) ..	Off station.....	Mattie Newman, sch.	354	Stone.....	4,000	1,500	6
Jan. 25	Portsmouth (7)....	Little Channel.....	Lillian, m. b.....			500		
Jan. 27	Miami.....	Straits of Florida..	Annie Fair, m. b.....			1,000		
Do.....	Gloucester (2).....	At sea.....	Otis, sch.....	292	Lumber.....	10,000	5,000	7
Do.....	Great Wass Island (1).	Off station.....	Quoddy, str.....	34	Fish nets.....	4,500	1,000	6
Jan. 28	Golden Gate (13) ..	Titanic, m. b.....				250		2
		San Francisco.						1

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Jan. 29.....	Ossipee.....	Crotch Island.....	T w o Brothers, m. b.	12	1	1	1	3,000	...	
Do.....	Indian River In- let (8), Southsido (13).....	Wild Cat Cove.....	_____, m. b.....		200	4	4	200	...	
Do.....	Off station.....	Aeroplane.....			2,000	1	1	1	...	
Jan. 30.....	Brant Rock (2).....	do.....	_____, m. b.....		300	3	3	300	...	
Do.....	Baaddah Point (13).....	Near station.....				2	2	2	...	
Do.....	Southside (13).....	Off station.....				1	1	1	...	
Jan. 31.....	Mosquito Lagoon (8).....	Niradha, m. b.....	323	100,000	100,000	16	16	16	...	
Feb. 1.....	Pamilico.....	Mat, m. b.....	36	3,000	3,000	9	9	9	...	
Feb. 3.....	Sabine Pass (9).....	Elsie Sydney, m. b.....	17	4,500	4,500	4	4	4	...	
Feb. 3-4.....	Metomkin Inlet (6).....	Fannie, m. b.....		300	300	3	3	3	...	
Feb. 4.....	Wachapreague (6).....	Alltuck, m. b.....		250	10	1	1	250	...	
Feb. 6.....	Wood End (2).....	_____, m. b.....		440	440	2	2	440	...	
Feb. 7.....	Barnegat (5).....	_____, m. b.....		300	300	1	1	300	...	
Feb. 7-8.....	Lone Hill (4).....	Great South Bay.....				3	3	3	...	
Do.....	do.....	Loafer, m. b.....		800	800	3	3	800	...	
Feb. 9.....	Barnegat (5).....	_____, m. b.....				100	10	100	2	...
Feb. 10.....	Portsmouth Har- bor (1).....	_____, m. b.....			150	1	1	150	...	
Do.....	Chester Shoal (8).....	Pelican, m. b.....	13	2,000	2,000	3	3	2,000	...	
Feb. 11.....	Tampa.....	_____, canoe.....				2	1	2	1	...
Do.....	Newburyport (2).....	Advance, m. b.....	6	2,000	2,000	2	2	2,000	...	

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.	Remarks.		
							Vessel.	Cargo.	Persons on board.
1916.									
Feb. 11.	Gay Head (2).....	Off station.	Sea Duck, m. b.....	12	Crab traps.....	\$500			4
Feb. 12.	Cape Disappointment (13).	Peacock Spit.....	Mallard, m. b.....			1,200	\$100	2	2
Do.	do.....	do.....	Sockeye, m. b.....	8	do.....	800	100	2	2
Do.	Sullivans Island (8)	Bull Calf Shoals.....	Emily I. White, sch.	352	Coal.....			6	5
Feb. 13.	Ocracoke (7).....	Pamlico Sound.....	Annie F. Wahab, sch.	26	General.....	800	600	7	7
Do.	Point Bonita (13).....	Off station.....	_____ , rowboat.....			150		2	2
Feb. 14.	Onondaga.....	Cape Henry.....	Crescent, sch.....	467	Coal.....	15,000	3,300	7	7
Do.	Ossipee.....	Rockland, Me.....	N. H. Burrows, _____ , rowboat.					2	2
Do.	Hog Island (6).....	Off station.....	do.....	352	Coal.....			6	6
Do.	Ocracoke (7).....	do.....	Viola, m. b.....	8	U. S. mail.....	600		5	5
Do.	Galveston (9).....	do.....	Seabird, sloop.....		Miscellaneous.....	500	100	3	1
Do.	Cape Disappointment (13).	do.....	Eagle, m. b.....	15		5,000		1	1
Feb. 13-15..	Metomkin Inlet (6).	do.....	Abbie H. Gheen, sch.	266	Pine wood.....			6	6
Do.	Apache.....	Herring Bay, Md.....	Emily E. Burton, sch.	88	Lumber.....	3,500	4,000	4	4
Feb. 15.	McCulloch.....	Monterey Bay, Cal	City of Papeete sch.	389	Copra.....	10,000	8,000	11	11
Do.	Oregon Inlet (7).....	Duck Island Shoal	_____ , sailboat.....			150		1	1
Feb. 16.	Portsmouth Harbor (1).	Off station.....	_____ , m. b.....		Lobsters.....			500	1

Do.....	Durants (7).....	Pamlico Sound.....	—, m. b.....	300.....	40,000.....	10,200.....	10.....	10.....	1.....	1.....	1.....	1.....	1.....
Feb. 16-17..	Onondaga.....	South Atlantic.....	Margaret, sch.....	1,476	Salt.....								
Feb. 17....	Cape Disappointment (13).	Off station.....	—, m. b.....	1	Crab traps.....	750	100	1	1	1	1	1	1
Feb. 18....	Old Chicago (12).....	—, m. b.....	—, m. b.....		Nets and fish.....	60	40	1	1	1	1	1	1
Feb. 20....	Cape Fear (7).....	Ella Shoals.....	Theresa, m. b.....			1,000.....	20,000.....	10,000.....	2	2	2	2	2
Feb. 20-21..	Onondaga.....	North Atlantic.....	Shamokin, sch.....	829	Coal.....								
Do.....	Apache.....	Smith Point, Va.....	A munition lighter No. 25. Middlesex, str.....		Powder and ammunition. Soft coal.....	10,000.....	30,000.....	30,000.....	30,000.....	30,000.....	30,000.....	30,000.....	30,000.....
Feb. 21....	Acushnet.....	Cross Rip Shoal.....	4,727	250,000	45,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000	30,000
Do.....	Portsmouth (7), Ocracoke (7).	Off station.....	Albatross, m. b.....	7	Fish.....	1,500	30	3	3	3	3	3	3
Do.....	Yaqquina Bay (13).....	—, do.....	Tillamook, sch.....	281	General merchandise. Lumber.....	40,000	15,000	10	10	10	10	10	10
Feb. 22....	Gresham, Wood End (2).	—, do.....	Annie Lord, sch.....	287		5,000	3,000						
Do.....	Muskeget (2).....	—, m. b.....	—, m. b.....			400							
Do.....	Atlantic City (5), South Brantime (5).	—, m. b.....	—, m. b.....			600							
Feb. 23....	Tillamook Bay (13).	On the bar.....	Gerald C., m. b.....	39		6,000.....	6,000.....	6,000.....	6,000.....	6,000.....	6,000.....	6,000.....	6,000.....
Feb. 24....	Androscoggin.....	Shelburn, N. S.....	Francis P. Messquita, sch. Col. Thomas F. Austin, sch.		Fish.....	8,000	2,700	18	18	18	18	18	18
Do.....	Cape Fear (7), Oak Island (7).	Off station.....	83	...do.....									
Feb. 24-25..	Mosquito Lagoon (8).	Off station.....	William Howard, str.	84	General merchandise.	30,000	20,000	14	14	14	14	14	14

Mail boat; parted moorings and went ashore; floated. Notified by radio that schooner was in sinking condition off Cape Hatteras with sails blown away; located in time to save crew; towed to Hampton Roads.

Engine disabled while crossing bar; rapidly drifting seaward; towed to Ilwaco.

Went out to tend nets, unable to return ashore against gale; in danger of freezing to death; picked up and landed at a dock.

Grounded on shoals and started leaking; engine disabled; towed to safety. Leaking badly; abandoned at sea; towed with great difficulty to Lynn-haven Bay, where she sunk in shoal water; can easily be raised.

Aground; pulled off and turned over to Navy tug.

Aground on shoal; floated with great difficulty owing to cold weather and frozen hawsers.

Rudder broken; stranded; floated and towed to harbor.

Stranded on spit; floated by lines run to dock.

Brought into Provincetown, disabled by cutter; station crew boarded schooner and cleared away wreckage. Being carried to sea by ice; broke channel to boat and brought it ashore. Supplied with gasoline by South Brantime station; later engine stopped and Atlantic City crew towed boat into harbor.

Struck by heavy sea, lost rudder and drifted into the breakers; given line and towed to Garibaldi.

Caught in ice; extricated and towed to anchorage off Sandy Point.

Stranded and sunk; took off crew and personal effects and transported them to Southport; also, saved most of cargo.

Stranded; planted anchor, ran line, shifted cargo, and pulled vessel off.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1916. Feb. 25..	Onondaga.....	Nags Head, N. C..	Dorothy, str.....	505			\$100,000	....	42	42	....	Collided with steamer Cretan; stem badly twisted, boiler leaking, unable to make port; took 5 persons off vessel and towed to Hampton Roads in gale; but for assistance steamer would probably have been lost.
Do.....	Louisville (10).....	Off station.....							1	1	....	Prevented insane man from committing suicide by drowning.
Feb. 19-26..	New Shoreham (3)	New Harbor.....	Martha D. Reid, sch.	50	Sand.....	500	\$50	4	4	....	Dragged anchors and stranded in gale; operated pumps, threw over deck load, floated vessel, and worked her into a dock; as she was leaking badly, assisted in beaching her later.	
Feb. 26..	Hatteras Inlet (7)..	Pamlico Sound.....	Nellie Florence, s/p	6		250	....	2	2	....	Dismasted; towed 7 miles to safe anchorage.	
Do.....	Bogue Inlet (7). Do.....	South Beach..... Yaqima Bay (13).	Menhaden, m. b..... Ollie S., m. b.....	28 15	Barrels.....	6,000 5,000	100	5	5	5	....	Stranded; pulled afloat.
Feb. 28..	Baaddah Point(13)	Off station.....	Stadium, m. b.....	20		5,000	....	5	2	5	....	Engine disabled and boat rapidly drifting into breakers; towed out of danger; only quick work of crew saved boat and occupants.
Do.....	Point Allerton (2)..	Great Brewster Island.	Cora May, br. sch..	117	Lumber.....	....	....	5	5	5	....	Dragged anchors and went on reef; 3 men reached shore unassisted; 2 rescued by means of line; all hands fed and sheltered.
Do.....	Saluria (9).....	Off station.....	Lucile, m. b.....	....	Wood.....	500	300	2	2	2	....	Parted chains in gale and stranded; took crew off and put them and their belongings on board tug bound for Boston.
Do.....	Humboldt Bay (13)	do.....	....., sloop.....	3		150	....	2	2	2	....	Struck reef and damaged rudder, propeller, and shaft; towed to destination.
Feb. 29..	Comanche.....	Galveston Whistler.	Honduras, str....	1,461		150,000	....	27	27	27	....	Unable to beat against wind and drifting toward shore; picked up and towed to Eureka; succor afforded. Rudder carried away; anchored in open sea; towed to port.

Do.....	Forked River (5)...	Off station	Rambler, m. b	1,200	80,000	800	26	26	
Do.....	Coquille River (13)	On the bar	Finfield, str.	634	Hay and grain..				
Mar. 1.....	Portsmouth Harbor (1).	Off station	—, m. b.	150			1	2	
Do.....	Coskata (2).....	do.....	Eda J. Moser, m. b				2	2	
Do.....	Hog Island (6).....	do.....	—, m. b. (and bge.).						
Mar. 2.....	Atlantic City (5).....	do.....	Betty B., m. b						
Mar. 3.....	Isles of Shoals (1).....	do.....	Stranger, m. b.						
Do.....	North Scituate (2).....	do.....	Ashland, bge...	901					
Do.....	do.....	do.....	Kohinoor, bge.....	841					
Do.....	Fort Lauderdale (8).....	Government res- ervation beach.	—, m. b.						
Mar. 3-4....	Onondaga.....	Old Point, Va.....	City of Baltimore, str.	2,300	General mer- chandise.	10,000	121		
Mar. 4....	Apache.....	Cape Henry, Va.....	No. 7, bge.....	957	Coal.....	40,000	4,200	4	
Do.....	Creeds Hill (7).....	Pamlico Sound.....	Emma C., m. b.						
Do.....	Sabine Pass (9).....	Off station	Mallard, m. b.						
Do.....	Galveston (9).....	do.....	Otter, m. b....						
Mar. 4-5....	Onondaga.....	Cape Henry Light.	Upton, bge.....	822	Coal.....	20,000	5,870	3	
Mar. 5....	Indian River Inlet (6).	Off station	Rehoboth, m. b.						
Do.....	Velasco (9), San Luis (9).	do.....	Vernon, m. b.						
Mar. 6....	Gurnet (2).....	do.....	A. J. Sterling, Br. sch.	148	General mer- chandise.	2,000	300	3	
					Lumber.....	9,000		7	

Half sunken on account tide and ice;
bailed out and engine freed of water.
Sheered off course while crossing bar
and stranded on jetty; drifted off, be-
came water-logged, and finally went
on the beach; took all hands off with
breaches buoy, assisted in unloading
cargo and saving equipment and pas-
sengers' belongings.
Engine disabled; towed to port.

Engine disabled; gaff broken; caught
in heavy ice; rescued crew after an
hour's hard work.
Engine disabled; drifting helplessly;
towed to harbor.
Ran out of gasoline; broke oar; towed
to safety.
Engine disabled, towed to harbor; de-
livered stores on island for owner.
Stranded and broke up; crew floated
shoreward on wreckage and were
rescued by means of line thrown to
them.
Stranded and broke up; all on board
lost; 1 man taken from water, but
died soon afterwards.
Broadside in strong gale, filling and
drifting toward beach; waded out and
carried two women ashore; bailed
out boat and took it to safe place.
Aground on bar in snowstorm; floated
with assistance of wrecking tugs.
Anchored in heavy sea, seas breaking
over barge; line shot aboard and ves-
sel taken to safety.
Aground and in danger of pounding to
pieces; hauled to safe position.
Sunk; raised and bailed out.
Aground; hauled off and towed to
safety.
Broke away from towing vessel; picked
up 12 miles offshore and towed to
Hampton Roads, Va.
Broke through ice for half a mile and
brought occupants and boat ashore;
also gave them succor.
Engine disabled; towed 10 miles and
turned over to private launch.
Ashore in blinding snowstorm; floated
by working sails to advantage.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.	Cargo.	Vessel.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1916. Mar. 6.....	Santa Rosa (9).	Off station.	Idler, m. b.....	.....	.....	\$4,700	.....	.....	9	.....	.....	Used linseed oil as lubricant and burned out bearing; towed to wharf at Pensacola.
Mar. 6-7....	Acushnet.....	Nantucket Sound.	Gardiner G. Deer-ing, sch.	1,714	Coal.....	75,000	\$15,000	11	.....	.....	.....	Lost anchor; leaking; jiggermast sprung; towed to safe anchorage.
Mar. 7.....	.....do.....	Nantucket Harbor	Eliza Jane, sch.....	29	.....	1,000	.....	2	.....	.....	.....	Broke ice around vessel, enabling her to get underway and sail to safe anchorage.
Do.....	.....do.....	.....	John B. Norris, sch.	49	.....	2,000	.....	2	.....	.....	.....	Cleared from ice and towed to place where she could cast off hawser and make sail.
Do.....	Cranberry Islands (1).	Off station.	Edward Stewart, sch.	398	Coal.....	.....	.....	7	7	7	7	Stranded and filled; took crew off, cared for them 3 days and procured them transportation to homes.
Mar. 7-8....	Acushnet.....	Vineyard Haven Lightship.	Estelle Krieger, sch.	1,047	Lumber.....	60,000	12,000	10	.....	.....	.....	Disabled at sea; picked up and towed to port.
Mar. 8.....	Cleveland (10).....	Harbor entrance.....	No. 53, m. b.....	.....	.....	200	.....	4	4	.....	.....	Caught in ice and about to sink; rescued occupants and took them to station; also secured their boat in safe place.
Do.....	Louisville (10).....	Off station.	....., flat.....	.....	Coal.....	600	60	6	6	.....	.....	About to be swept over dam; picked up just in time, and towed out of danger.
Mar. 9.....	Unalga.....	Seattle, Wash.....	....., m. b.....	.....	.....	250	.....	1	.....	.....	.....	Engine disabled; in danger of pounding to pieces against wharf; picked up and towed to safety.
Do.....	Rye Beach (1).....	Little Boars Head.	.....	.....	.....	.....	.....	1	1	1	1	Unconscious man found in snow by patrol; taken to station, resuscitated, and later sent home.
Do.....	Fort Macon (7).....	Off station.	....., m. b.....	.....	.....	200	.....	.....	.....	.....	.....	Lost while in tow; recovered and returned to owner.
Do.....	Maddaket (2).....	Maddaket Harbor	Hope, m. b.....	.....	.....	200	.....	.....	.....	.....	.....	Caught in ice field; extricated and taken to safe anchorage.
Do.....	Fort Lauderdale (8).	New River Sound.	Boreas, m. b.....	33	.....	10,000	.....	5	.....	.....	.....	Boat damaged by striking rock; towed to shipyard for repairs.
Mar. 10....	Arcata.....	Seattle, Wash.....	Thelma, m. b.....	17	Stores.....	6,000	150	1	.....	.....	.....	Driven high on beach in gale; pulled off and towed in sinking condition to wharf.

Mar. 11...	Comanche.....	Galveston, Tex.....	1	1	Rescued man who had fallen from a dock and restored him.
Do.....	Hatteras Inlet (7).....	Off station.....	—, m. b.....	2	Engine disabled; picked up and towed 6 miles to port.
Mar. 13....	Androscoggin.....	Grand Banks.....	Gov. Foss, sch.....	23	Fast in ice; towed 1½ miles through ice 4 inches thick.
Do.....	Lewes (6).....	Off station.....	—, m. b.....	3	Disabled on way ashore from torpedo-boat destroyer Jacob Jones; towed to a pier; thence back to vessel.
Do.....	Brazos.....	do.....	Martha J., m. b.....	1	Engine disabled; towed to port.
Mar. 14....	Cape Disappointment (13).	do.....	Mallard, m. b.....	2	Engine disabled on outer edge of Peacock Spit; towed to safe place.
Mar. 15....	Frankfort (12).....	Betsie Lake.....	W. Reidal, m. b..	15	Badly damaged while passing through ice; hauled out and assisted in making repairs.
Mar. 15-16.	Mohawk, Monmouth Beach (5).	Off station.....	James W. Elwell, sch.	1,192	Anchored at sea and making signals for help; responding to message from station, cutter came and, after considerable difficulty, took schooner in tow. Propeller fouled in high sea; towed in and propeller cleared.
Mar. 16....	Oregon Inlet (7).....	Pamlico Sound.....	Swastica, m. b.....	800	Engine disabled; towed to lightship.
Mar. 18...	Brenton Point (3).	Off station.....	Lightship tender.....	500	Went ashore twice; towed clear each time and anchored in safe berth.
Mar. 18-19.	Barnegat (5).....	do.....	Bronx, str.....	1,200	Stranded in gale and snowstorm; took off crew, ran lines, and floated vessel on the 19th.
Mar. 19....	Gresham, Point Allerton (2).	Great Brewster Spit.	Lawson, Br. sch.....	10,000	Caught in ice and in great danger; rescued men and saved their boat.
Mar. 19-20.	Old Chicago (12).....	Off station.....	—, skiff.....	45	Engine disabled; towed to safe berth.
Mar. 20...	Scout.....	Seattle, Wash.....	Patrol, m. b.....	2,500	Stranded; pulled off and towed to marine railway.
Mar. 20-21..	Apache.....	Oxford, Md.....	C. C. Wheeler, sch.....	1,000	Man in boat caught by rising tide under wharf; seaman swam under wharf and brought him out.
Mar. 21....	Yamacraw.....	Savannah, Ga.....	—, rowboat.....	5	Rescued 3 men from water after boat had capsized in breakers.
Mar. 22....	Cape Disappointment (13).	Off station.....	—, whaleboat.....	1	Stranded; floated and towed to Baltimore.
Mar. 23....	Apache.....	Swan Point, Md.....	Mildred Addison, sch.....	1	Dismasted and helpless in gale; towed to port.
Mar. 21, 22,	do.....	Tolchester Beach, Md.	J. H. Addison, sch.....	3,000	Disabled at sea; assisted to port of New York.
Mar. 22-24.	Plum Island (2), Gloucester (2).	Off station.....	St. Peter, m. b.....	5,000	Stranded; floated on rise of tide.
Mar. 23-24.	Ossipee.....	At sea.....	Fish.....	4	A man fell from dock and 2 men from cutter Woodbury went to his rescue; all 3 had to be assisted from water by other members of Woodbury's crew.
Mar. 24-25..	Onondaga.....	do.....	Helen Montague, sch.....	10,000	Short Beach (4).....
Mar. 25....	Ossipee.....	Rebecca, m. b.....	Alamo, str.....	4,800	Off station.....
Mar. 27....	Ossipee.....	15	General merchandise.	25,000	Portland, Me.....
			Cement blocks.	1,000	250
				2	3

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succeeded.	Remarks.
1916.												
Mar. 27.	Saluria (9).	Off station.	Opal B., sch.	10	Crab traps.	\$1,400	\$100	5	1	1	1	Ran ashore; floated.
Do.	Cape Disappointment (13).	do.	_____, m. b.			500		1	1	1	1	Engine disabled and drifting into breakers; towed out of danger.
Mar. 28.	Grays Harbor (13).	Jetty Rocks.	Evelyn, m. b.			300		1	1	1	1	Fuel exhausted and drifting toward bar; towed in.
Mar. 29.	Hog Island (6).	Off station.	_____, m. b. (and bge.).		Scallops.	150	50	2				Gasoline pipe burst; picked up and towed in.
Do.	St. Joseph (12).	do.	Grace W., m. b.	17		1,800		4	1	1	1	Engine disabled; towed in.
Mar. 31.	Golden Gate (13).	do.										Man who had entered surf with intent to commit suicide rescued by survivor.
Do.	Metomkin Inlet (6).	do.	Svaland, Nor. ship.	2,376		150		2	25	25	25	Stranded in exposed position; floated.
Mar. 24- Apr. 1.	Seneca.	Gulf Stream.				115,000						Dismasted at sea; got line on board after great difficulty; transferred 19 men to cutter by boat and treated several who were injured; towed vessel to Halifax after 8 days of strenuous effort.
Apr. 1.	Cape Lookout (7).	Off station.	Columbia, m. b.									Engaged disabled; towed to Morehead City, N. C.
Do.	Ocracoke (7).	Pamlico Sound.	_____, m. b.			300		5	6	6	6	Engaged disabled; towed to Ocracoke, N. C.
Apr. 3.	Evanston (12), Old Chicago (12).	Off station.	Carrie A. Ryerson, str.	72	Fish and nets.	2,000	375	5	10	10	10	Engaged disabled; launched boat through heavy slush ice and towed vessel to harbor.
Apr. 5.	Rockaway (4).	do.	Try, sch.	10	General.				11	11	11	Stranded on shoals; took all hands off by boat.
Do.	New Inlet (7), Chamacomico (7).	Off station.	Elsie A. Bayles, sch.	296					7	5	5	Stranded in fog; 4 men landed in breeches buoy; 2 lost trying to reach shore in boat before assistance arrived.
Do.	Velasco (9).		Ras, m. b.		do.				350	125	2	Disabled by collision and drifting out in Gulf; repaired engine and towed launch up the river.
Do.	Coquille River (13).	South Jetty.	_____, m. b. (and bge.).						2,200		2	Engine disabled; both vessels went on jetty; barge pulled off and towed to destination; launch got away without assistance.

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PLATE XI.



AID TO VESSELS IN DISTRESS.

"Seneca" standing by wrecked ship "Svalund," awaiting opportunity to run hawser. (See p. 11.)

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Apr. 6	Bogue Inlet (7)	Off station	Gay Lad, yt.	10	1,000	3	Stranded; pulled off.	
Apr. 7	Louisville (10)	do	June Bug, m. b. (and bge.)	2,000	3	3	Engine disabled and boat about to go over falls; passed line to barge and pulled boats out of danger.	
Apr. 8	White Head (1)	do	Moonlight, sch.	198	Coal	6,000	1,800	
Apr. 9	Seminole	Cape Fear River Bar.	John R. Penrose, sch.	433	20,000	6	Beckoned and drifting on shore; towed to safe anchorage in port.	
Do	Mohawk	Long Branch, N. J.	Somerset, sch.	596	Coal	30,000	4,000	
Do	Quoddy Head (1)	Off station	Annie G., m. b.	12	2,000	1	Picked up in sinking condition during very rough weather; towed to Sandy Hook Bay.	
Apr. 10	Seminole	do	Coastwise, sch.	1,328	40,000	6	Stranded; floated and taken into harbor.	
Do	White Head (1)	Seal Harbor	Woodbury M.	107	2,000	6	Picked up at sea and towed to port.	
Do	Oak Island (4)	Off station	Snow, sch.	do	1,800	3	Cargo on fire; assisted in sealing up hatches and putting fire out.	
Do	Core Bank (7)	do	Rob Roy, m. b.	do	150	2	Ran aground; unloaded cargo, and pulled scow off.	
Do	St. Joseph (12)	do	(and scow).	do	200	2	Batteries exhausted; towed to port.	
Do	Racine (12)	do	Laurie R., m. b.	10	750	3	Out of gasoline; towed to port.	
Do	Ossipee	do	Mary G., m. b.	9	1,500	4	Out of gasoline; towed to port.	
Apr. 11	Straitsmouth (2)	do	J. V. Taylor, sch.	199	2,800	3	Missed stays and drifted into shoal water; ran lines and worked to safe mooring.	
Do	Core Bank (7)	do	—————, m. b.	do	200	1	Out of gasoline and drifting seaward; towed to port.	
Do	Sheboygan (12)	do	Viola, m. b.	do	1,000	4	Out of gasoline; towed to port.	
Do	Yaquina Bay (13)	do	—————, m. b.	do	200	2	Engine disabled, boat being blown out into lake; towed into harbor.	
Do	Ossipee	do	Fremont, m. b.	17	Fishing gear	1,500	300	
Apr. 10-12	Bunkers Cove, Me.	do	Josie, sch.	83	Lumber	2,000	3,200	
Apr. 12	Fort Macon (7)	do	Phoenix, str.	40	do	6,000	7	
Do	Southside (13)	Off station	Dortha, m. b.	8	do	2,500	2	
Do	Scout Point of Woods (4)	Salada Beach	Presidentia, m. b.	do	1,000	1	Picked up stolen launch in surf and hauled it out in safe place.	
Apr. 13	Hatteras Inlet (7)	Off station	Avery, m. b.	do	300	1	Engine disabled; towed to port.	
Do	Pamilco Sound	do	—————, m. b.	do	400	1	Engine disabled; towed to destination.	
Do	Point Wilson, Wash.	do	—————, m. b.	do	150	2	Engine disabled; towed to station and made repairs.	
Apr. 12-14	Arcata	do	Rainbow, sch.	6	do	2,000	2	Engine disabled; boat swept into breakers and ashore; pulled off and towed to a wharf.
Apr. 14	Atlantic City (5)	Off station	Olga, sloop	7	do	1,000	2	Helpless in high wind and drifting onto bulkhead; towed to safety after hard pull.
Do	do	do	J. Harry Lyons, slp.	15	do	3,000	2	In bad position during high wind and sea; towed into safe water.
Do	Aransas (9)	General	Swallow, m. b.	8	General	1,200	6	Engine disabled; towed to a wharf.

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.	Remarks.	
							Vessel.	Cargo.
1916.								
Apr. 15.	Cuttlyhunk (2)	Penikese Island	m. b.....	5		\$600		
Do.	Durants (7)	Near Hatteras Inlet.	Marlhead, sch.....	16	Lumber.....	550	\$25	
Apr. 16.	Point of Woods (4).	Off station	Phyllis, m. b.....	15		1,000		
Do.	Point Lookout (4), Short Beach (4).	Meadow Island	Alida Hearn, sch...	28		1,200		
Do.	Point Lookout (4).	Off station	_____ m. b.			2,000		
Do.	Louisville (10)	Off station	Mot, m. b.....			75		
Do.	do.	The Falls	Thelma Rhea, m. b.			100		
Do.	Jackson Park (12)	Off station	Verpau, m. b.....			300		
Do.	Fort Point (13)	do	_____ m. b.....			2,000		
Do.	Coos Bay (13)	do	_____ m. b.....			600	100	
Apr. 17.	Great Wass Island (1)	do	Fish and gear			200		
Do.	Brant Rock (2)	do	Eliza B, m. b.....				1	
Do.	Point Bonita (13)	do	Eliza B, m. b.....					
Apr. 18.	Fishers Island (3), Watch Hill (3).	Latimers Reef	Cartwright, str....	114	Beef and ice.....	70,000	200	
Do.	Atlantic City (5)	Off station	Irwin, bge.....	456	Coal.....			
Do.	Ocean City (5), Great Egg (5).	do	Spray, m. b.....	8		600		
Do.	Galveston (9)	do	_____ m. b.....			200		
			_____ m. b.....			150		

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Do	St. Joseph (12). Fort. Point (13). Point Bonita (13). Yaquina Bay (13).	Near Long Beach boathouse. Off station.	Erma O., str _____, lighter	18 100	Fish and nets	2,300 1,000	85	5	Machinery disabled; towed to a wharf. Parted line and went ashore; pulled off and towed to safe berth. Engine disabled and anchored in a dan- gerous position outside bar; stood by all night; towed vessel out of danger. Disabled; anchored in open sea; towed to New York; crew sheltered at Toms River station overnight. Dismasted; recovered mast and sail and towed boat to safe anchorage. Stranded; pulled off.	
Apr. 18-19..	Do	Mohawk, Toms River (5). Chad- wick (5). Oak Island (4).	do	Millie Frank, sch..	50	Shingles.....	10,000	760	6	6
Apr. 19..	Do	Bogue Inlet (7). Muskegon (12). Frankfort (12).	do	C. S. R., catboat	60	2,500	200	3	3	3
Do	Ocean City (5). Great Egg (5). San Luis (9).	Great Egg Inlet.. Off station.	Boreas, m. b. Anna V., m. b. Mary Ludwig, sch.	33 8 68	Fish and nets	5,000 400 600	60	2	2	2
Apr. 21..	Do	Durants (7)	do	Lon V. Stephens, slp.	13	2,000	2,000	2	2	2
Do	Durants (7)	Louisville (10).	Stranger, m. b. M. G. Walstein, sch.	16	1,000	1,000	500	2	2	1
Apr. 22..	Do	Depot, Coast Guard.	Arundel Cove, Md.	Sea Queen, m. b.	5	700	700	10	10	10
Apr. 23..	Do	Point Lookout (4). Hog Island (6).	Elder Island Off station	Kathleen, m. b. _____, m. b.	Oysters	1,500 150	500	2	9	9
Do	Do	Bogue Inlet (7) Harbor Beach (11). Jackson Park (12). Core Bank (7). Stone Harbor (5). Tuscarora, Sleep- ing Bear Point (12)	do do do do do do	Water Fox, m. b. _____, m. b. Clio, m. b. _____, m. b. _____, m. b. Luzon, str.	2,778	10,000 100 450 300 800 200,600	25 25 3 10 3 25	2	2	2
Apr. 24..	Do	North Manitou Island, (12)South Manitou Island (12).	Ludington (12). Cleveland (10).	Salt.	James H. Hall, m.b.	100	3,000	1,000	6	6
Apr. 25..	Do	Klipsan Beach (13).	do	_____, m. b.	700	700	700	1	1	1
Apr. 24-26..	Do	Cape Disappoint- ment (13). Point Adams (13). Portsmouth Har- bor (1).	do do do	Fishing gear..	600	600	100	2	2	2
Apr. 26..	Do	Clatsop Bay Off station	do	No. 9, m. b. _____, m. b.	1,500	1,500	5	5	5	5
Apr. 27..	Do	Blind Bay Wash Guard	do	Fisherman m. h.	200	200	200	2	2	2

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1916.												
Apr. 28	Galveston (9)	Off station.	Ethel, m. b.		Fish.		\$200	\$15	2			Batteries exhausted; towed to a pier.
Do	Lorain (10)	do	Pauline T., m. b.				125	2				Engine disabled; towed to a dock.
Do	Evanston (12)	do	Q. P., m. b.				150	2				Engine disabled; towed into harbor.
Apr. 30	Galveston (9)	Pelican Spit.	_____, m. b.				150	2				Engine disabled; stranded; pulled off and towed to a pier.
Do	Golden Gate (13)	Off station.										Rescued a man taken with a fit while wading in the surf; revived him.
May 1	Louisville (10)	do	Little Jumbo, flat.		Coal.		500	100	7			Broke adrift in swift current; saved from going over falls.
May 2	Morrill.	Russell Island Shoal.	George N. Orr, str.	2,872	Wheat.		250,000	146,500	24			Forced ashore by heavy drift ice; floated by cutter and wrecking tugs after several attempts.
Do	Portsmouth (1)	Off station.	Gerald' m. b.				300	300	2			Batteries exhausted; towed to landing.
Do	Erie (10)	do	Diamond, m. b.	9	Fish and nets.		1,500	300	4			Engine disabled; towed to port.
Do	White River (12)	do	Virginia B., m. b.	9	Nets.		2,500	350	2			Stranded on beach; pulled off.
Do	Manistee (12)	Outside harbor.										Engine disabled; towed in to a dock.
Do	Golden Gate (13)	Near Cliff House.										Man fell over cliff and was swept into cave by surf; his companion went to his aid, but was unable to save him; both were rescued by Coast Guardsmen.
May 3	Brant Rock (2)	Green Harbor.					500	500	3			Stranded and later swept against jetty and sunk; repairs made to hull and boat floated.
Do	Grand Marais (11)	Off station.	_____, m. b.		Provisions.		75	25	2			Engine disabled; towed to destination.
Do	Portage (11)	do	Dorothy K., m. b.				800	.....	2			Engine disabled in open lake; towed into harbor and gave men restorative treatment.
Do	Cape Disappointment (13).	do	_____, m. b.		Gill net.		600	600	2			Swamped in breakers; rescued occupants, towed their boat out of danger, and recovered their net.
Do	Point Adams (13).	do	_____, m. b.		do.		750	600	2			Engine disabled and boat in breakers; hauled out of danger and net recovered.
Do	Hammond Wharf.	_____, m. b.			do.		500	200	2			Engine disabled; towed to Astoria for repairs.

May 4.....	Cape Disappointment (13).- Apache, Wissahickon.	Off station.	—, m. b.	do.	do.	do.	do.	do.	do.	do.	do.	do.	do.	do.	
May 5.....	Baltimore, Md.....	Baltimore, Md.....	Florence, m. b.	Carrie C. Ware, sch.	185	Phosphate.....	1,500	500	899	2	2	2	2	2	
Do.....	Off station.....	Off station.....	Beatrice E., m. b.	do.	do.	do.	3,500	9,920	6	6	6	6	6	6	
Do.....	Stratmouth (2).- Gloucester (2).	do.	Allie B., m. b.	11	Fish Gill net.....	2,000	2,500	300	3	2	2	2	2	2	
Do.....	Tawas (11).- Cape Disappointment (13).	do.	—, m. b.	5	Lobsters.....	850	500	500	2	1	1	1	1	1	
May 6.....	Gurnet (2).- Portsmouth Harbor (1).	Gurnet Point Off station.	—, m. b.	—, m. b.	do.	do.	500	300	1	1	1	1	1	1	
Do.....	Harbor Beach (11).- St. Joseph (12).	do.	Gladys, m. b.	do.	Nets and fish.	150	400	75	3	3	3	3	3	3	
Do.....	do.	do.	Merry Abbe, m. b.	9	Fish nets.....	800	300	300	2	2	2	2	2	2	
Do.....	Cape Disappointment (13).- Snohomish.	do.	—, m. b.	8	do.	1,200	1,200	1,200	2	2	2	2	2	2	
May 7.....	do.	7 miles northeast of Ediz Hook.	Mary D. Hume, str.	155	do.	10,000	10,000	10,000	9	9	9	9	9	9	
Do.....	Guard.....	Stanley Rocks, Wash.	Tempest, str. (and bge.).	36	do.	15,000	5,000	5,000	7	7	7	7	7	7	
Do.....	North Scituate (2).	Off station.....	—, m. b.	do.	do.	500	500	500	3	3	3	3	3	3	
Do.....	Short Beach (4).	do.	Spite, m. b.	do.	do.	500	500	500	4	4	4	4	4	4	
Do.....	do.	do.	Mora, m. b.	do.	do.	700	700	700	9	9	9	9	9	9	
Do.....	Shinnecock (4).	Shinnecock Bay.	Leila, m. b.	5	do.	500	500	500	1	1	1	1	1	1	
Do.....	Virginia Beach (7).	Off station.....	Edith B., m. b.	do.	do.	200	200	200	4	4	4	4	4	4	
Do.....	Lorain (10).- Charlevoix (12).	Presidio Beach.	Harry L., m. b.	do.	do.	1,000	1,000	1,000	2	2	2	2	2	2	
Do.....	Fort Point (13).	Off station.....	Mah Pé, slp.	20	do.	3,000	3,000	3,000	6	6	6	6	6	6	
Do.....	Cape Disappointment (13).	do.	—, scow.	do.	do.	500	500	500	1	1	1	1	1	1	
May 8.....	Monomoy Point (2).	do.	Onlyone, m. b.	do.	do.	1,000	1,000	1,000	2	2	2	2	2	2	
Do.....	Cleveland (10).	do.	Kathmar, m. b.	do.	do.	800	800	800	1	1	1	1	1	1	
Do.....	Jackson Park (12).	do.	do.	7	do.	2,500	2,500	2,500	5	5	5	5	5	5	
Do.....	do.	do.	Apache, slp.	do.	do.	500	500	500	2	2	2	2	2	2	
Do.....	Cape Disappointment (13).	do.	—, m. b.	do.	do.	600	400	400	1	1	1	1	1	1	
May 9.....	Burnt Island (1).	Port Clyde.	Forget, m. b.	do.	do.	200	200	200	2	2	2	2	2	2	
Do.....	Portsmouth Harbor (1).	Off station.....	—, m. b.	do.	do.	do.	do.	do.	3	3	3	3	3	3	
Do.....	City Point (2).	do.	—, str.	do.	do.	do.	do.	do.	5	5	5	5	5	5	
Do.....	Fourth Cliff (2).	do.	—, m. b.	Roanoke Sound.	Pea Island (7).	Roanoke Sound.	300	300	300	1	1	1	1	1	1

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succeeded.	Remarks.
1916.												
May 9.	Louisville (10).	Off station.	Tom, flat.		Coal.		\$600	\$100	9	9	9	Drifting toward falls; towed to safety.
Do.	Fairport (10).	do	Raymond R., m. b.				400		3	2	2	Broken shaft; towed into harbor.
Do.	Cleveland (10).	do	_____, canoe				50		2	2	2	Capsized; rescued canoeists and saved boat; dry clothing furnished.
Do.	Pentwater (12).	do	_____, m. b.		Fish and nets.		175	500	1	1	1	Engine disabled; towed to dock.
Do.	South Haven (12).	do	Jule L., m. b.				1,000		2	2	2	Do.
Do.	City Point (2).	do	Baby, m. b.				1,200		2	2	1	Propeller fouled and boat anchored near reef in gale; got steamer to tow it out of danger; master of launch fell overboard, and was rescued with difficulty by Coast Guardsmen.
May 10.	Brenton Point (3).	do	Red Pepper, m. b.				3,000		2	2	2	Out of fuel; stranded; hauled off and towed to port.
Do.	Fairport (10).	do	_____, m. b.				300		2	2	2	Crippled in heavy wind and surf; towed to harbor.
Do.	Grand Haven (12).	do	Marie, m. b.				200		1	1	1	Anchored in strong wind and sea, out of provisions; succored overnight and towed to Chatham.
May 11-11..	Pamet River (2), Orleans (2).		Billy Boy, slp.				2,600					Adrift and going on ledges; towed to safety.
May 11.	Portsmouth Harbor (1).	Off station.	_____, m. b.				500					Broken shaft; towed to Gloucester.
Do.	Isles of Shoals (1).	do	Dolphin, m. b.	12	Fish.		3,000	150	5	5	5	Parted mooring and went ashore; hauled off and towed to safety.
Do.	City Point (2).	Head House Beach	Chum, sailboat.				1,125					On inner bar; hauled off and towed to anchorage.
Do.	Atlantic City (5).	Off station.	Columbia, sch.	65	Oysters.		10,000	1,000	4	4	4	On shoal; floated.
Do.	Assateague Beach (6).	do	Globe, m. b.		Fish.		250	35	1	1	1	
May 12.	Scout...	Puget Sound.	Sandy, m. b.				800					Batteries exhausted; drifting in channel; towed to a landing.
Do.	Fletchers Neck (1).	Wood Island.	_____, m. b.				700					Engine disabled; towed to safe place and repairs made.
Do.	Quoddy Head (1).	Off station.	_____, m. b.		Fish.		300	25	2	2	2	Out of gasoline; towed to station and supply furnished.
Do.	Manistee (12).	do	Arundel, str.	339			1,500					A hulk broke loose from towing vessel and grounded; pulled off and taken to a dock.

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Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Value.	Remarks.	
							Vessel.	Cargo.
1916.								
May 19.	Scout	Puget Sound	Sierra, m. b....	8	Coal.....	\$1,200	13	Engine disabled and vessel drifting in track of vessels; towed to Seattle.
Do	Louisville (10)	Off station	Little Jumbo, flat.	500		\$80	2	Adrift; towed to a wharf.
Do	Charlotte (10)	Genessee River	Signet, m. b....	1,500			3	Engine disabled; in danger of drifting into lake; towed to a pier.
Do	Erie (10)	Off station	_____, m. b....	500			2	Engine trouble in lake; towed to a dock.
Do	Harbor Beach (11)	do	_____, m. b....	400	Nets and fish.....	100	3	Engine disabled; towed to harbor.
Do	Charlevoix (12)	do	Josephine, m. b....	2,000	do.	100	3	Out of gasoline; towed to harbor.
Do	Milwaukee (12)	do	_____, yawl....				2	Capsized; rescued one of occupants who was unable to swim.
Do	Fort Point (13)	Presidio Beach	_____, m. b....			2,000	1	Stranded; floated and taken to mooring.
May 19-20.	Pamlico	Blackwater River	E. R. Daniels, m.b.	14	Salt herring.....	2,000	1,750	Stranded; jettisoned cargo; floated vessel and towed her into port.
May 20.	Gurnet (2)	Off station	_____, m. b....	8	Fish.....	500	25	Batteries exhausted; towed in.
Do	Oak Island (4)	do	Avalon, m. b....	800			2	Stranded; pulled off.
Do	Velasco (9)	Brazos River	Mallory, m. b....	150			1	Engine trouble; towed to safe berth.
Do	Louisville (10)	Off station	_____, flat....	20			2	Rescued two boys from sinking boat; recovered boat.
Do	Cape Disappointment (13).	do	_____, m. b....	5	Gill net.....	600	400	Engine disabled while in surf; towed boat out of danger and started engine.
May 21.	Ossipee	Portland, Me.	_____, m. b....				2	Picked up 2 women who had fallen overboard from passing launch.
Do	Apache	Cape Lookout, Md.	Alexine, sch.	10		1,800	3	Ran ashore; pulled off.
Do	Hunniwells Beach	Off station	A. I., m.b.			150		Drifting to sea at night; recovered, moored, and turned over to owner.
Do	(1).							Engine disabled; towed to moorings.
Do	City Point (2)	Savin Hill	Lawrence, m. b....			800	5	Engine disabled; towed to Plymouth.
Do	Gurnet (2)	Off station	Rockaway, m. b....			1,600	2	Lost propeller; picked up and turned over to towboat.
Do	Short Beach (4)	do	_____, m. b....			800	6	Engine disabled, towed to harbor.
Do	Cape May (5)	do	_____, m. b....			300	5	Do.
Do	Lorain (10)	do	_____, m. b....			500	6	Swamped in surf; rescued occupants and recovered boat.
Do	Cape Disappointment (13).	do	_____, m. b....			450	2	Engine disabled; towed to port.
May 22.	Stone Harbor (5), Hereford Inlet (5).	do	_____, m. b....			175	2	

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Do	Erie (10)	do	—, m. b.	5	500	150	3	1
Do	Kenosha (12)	do	—, m. b.	5	150	—	—	—
Do	St. Joseph (12)	do	—, m. b.	600	450	1	2	2
Do	Cape Disappointment (13).	do	—, m. b.	5	Gill net.	2	2	2
Do	do	do	—, m. b.	5	do	650	450	2
May 23.	do	do	—, m. b.	5	do	700	400	2
May 24.	Sandy Point (3)	do	—, m. b.	5	do	300	—	5
Do	Plum Island (12)	do	—, m. b.	No. 19, m. b.	700	—	1	—
May 25.	Smiths Point (4)	do	—, m. b.	Moe Mitchell, m. b.	500	45	2	—
Do	Wallops Beach (6)	do	—, m. b.	—, m. b.	250	—	3	—
Do	South Manitou Island (12).	do	—, rowboat	—, m. b.	15	—	2	—
Do	St. Joseph (12)	do	—, m. b.	Burmese Prince, str.	300	—	5	1
May 26.	Calumet	Off station	—, m. b.	—, m. b.	200	—	1	—
Do	Damisove Island (1).	do	—, m. b.	Bob Bolt, m. b.	400	—	2	—
Do	Fourth Cliff (2)	do	—, m. b.	Creight tonetta, m. b.	200	—	2	—
Do	Ludington (12)	do	—, m. b.	2 motor boats.	1,000	—	5	—
Do	Holland (12)	do	—, m. b.	Pea Island (7)	900	—	3	—
Do	Fourth Cliff (2)	do	—, m. b.	Bogue Inlet (7)	—	—	—	—
May 27.	do	do	—, m. b.	Pamilco Sound Off station	2,000	—	2	—
Do	Pea Island (7)	do	—, m. b.	Louise, m. b.	30,000	—	8	—
Do	Bogue Inlet (7)	do	—, m. b.	Eagle, str.	49	—	—	—
May 28.	Beaver Island (12)	do	—, m. b.	—, m. b.	750	—	16	—
Do	do	do	—, m. b.	Pearl D., m. b.	—	—	13	—
Do	Portage (11)	do	—, m. b.	do	800	—	10	—
Do	do	do	—, m. b.	do	500	—	—	—
May 29.	Fourth Cliff (2)	do	—, m. b.	Second Cliff Off station	5	Fish	4	—
Do	Cape Lookout (7)	do	—, m. b.	—, m. b.	1,000	—	1	—
Do	Core Bank (7)	do	—, m. b.	Viola, m. b.	500	—	3	—
Do	Cleveland (10)	do	—, m. b.	—, rowboat	40	—	1	—
Do	Cape Disappointment (13).	do	—, m. b.	—, m. b.	550	Gill net.	2	2

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succored.	Remarks.
1916. May 30.....	Manhattan	Harlem River.....	3 race boats.....						12	11	....	Capsized by collision during regatta; of 13 persons on board 11 were rescued by Manhattan.
Do.....	City Point (2).....	Off station.....	Prancer, dory				\$200	....	3	3	....	Capsized during race; took 3 men off bottom of boat and towed it to float.
Do.....	Gilgo (4).....	Hemlock Channel.	Nancy Hanks, m.b.	6			500	....	7	....	....	Engine disabled; stranded; pulled off and towed to shelter.
Do.....	Grand Haven (12).....	Highland Park.....	Tango, m. b.....				125	....	1	....	....	Stranded; floated out through surf and towed to harbor.
June 1.....	City Point (2).....	Off station.....	Mary S., m. b.				500	....	1	....	....	Engine disabled; towed to port.
Do.....	Metomkin Inlet (6).....	do.....	Columbia, sch.	55	Coal.....		2,500	\$200	4	....	....	Aground on bar; hauled off and towed to destination.
June 2.....	Hog Island (6).....	do.....	Leviana, m. b.				200	....	1	....	....	Lost rudder; towed to destination.
June 3.....	Stone Harbor (5).....	do.....	Elain, m. b.....	15			150	....	2	....	....	Aground on bar; floated.
Do.....	Bois Blanc (11).....	do.....	No. 4, sloop.....				1,000	....	2	....	....	Stranded; hauled off.
Do.....	Duluth (11).....	do.....	Lillian, m. b.....				150	....	6	....	....	Broke tiller; towed to anchorage.
June 4.....	City Point (2).....	do.....	Yankee, m. b.....				200	....	3	....	....	Out of gasoline; towed to safety.
Do.....	Gloucester (2).....	do.....	Quickstep, catboat				500	....	3	....	....	Engine disabled; towed to Gloucester.
Do.....	Point of Woods (4).....	do.....	Quickstep, catboat				600	....	5	....	....	Out of gasoline; supply furnished.
Do.....	Charlotte (10).....	do.....	Quickstep, catboat				125	....	1	....	....	Upset by puff of wind; picked up and landed.
Do.....	Evanston (12).....	do.....	Dawn, sloop.....				150	....	3	2	....	Capsized; took 2 men off bottom; bailed boat out and towed to port.
Do.....	do.....	do.....	_____, m. b.....				50	....	2	2	....	Upset; 2 men in water rescued; towed boat ashore.
Do.....	Michigan City (12).....	do.....	Minnie L., m. b.....				175	....	1	3	....	Engine disabled; towed to station.
Do.....	Kenosha (12).....	do.....	_____, rowboat.....				25	....	3	3	....	Badly leaking out in lake; took 3 occupants into power lifeboat and put them ashore.
Do.....	Grays Harbor (13).....	Whitcomb Spit	No. 844, m. b.....				750	....	2	....	....	Engine disabled; grounded on spit; hauled off and engine repaired.
June 5.....	Racine (12).....	Off station.....								1	....	Intoxicated man in water prevented from committing suicide.
Do.....	Umpqua River (13).....	do.....	_____, barge.....				80	100				Aground; ran kedge; worked off and towed to safe place.
Do.....	do.....	do.....	_____, m. b.....				1,500	....	2	....		Aground; ran kedge and hauled off.

June 6	Shinnecock (4)	Shinnecock Bay	—, m. b.	5	1,000	2
Port Austin (11)	Off station	Monarch, m. b.	5	1,500	5	2
Michigan City (12)	do	—, rowboat	15	2	2	2
do	do	Bud, m. b.	300	3	3	3
Sheboygan (12)	do	Mildred, slp	400	—	—	—
Acushnet, Cutty-hunk (2).	Penikese Island...	Emma W. Day, sch.	3,000	3	3	3
City Point (2).	Near station	—, m. b.	109	2	2	2
Toms River (5),	do	Arvensis, Nor. ship	1,709	19	19	19
Island Beach (5),						
Mantoloking (5),						
Chadwick (5).						
Ocracoke (7)	Off station	Atlantic, m. b.	14	—	7	—
Salisbury Beach (2)	do	Virginian, sch.	150	—	5	—
Plum Island (2),	do	Josie, m. b.	78	Laths	3	3
Glooucester (2),						
Newburyport (2),						
Straitsmouth (2),						
City Point (2),						
Core Bank (7)	Core Sound	Mary S., m. b.	400	—	1	—
Arcata	Off West Point,	—, m. b.	150	—	5	—
Oswego (10)	Wash.	—, bge	65	—	—	—
Yaquna Bay (13)	Off station	Anita, m. b.	400	—	—	—
do	do	—, m. b.	800	—	20	—
City Point (2)	Commercial Point	Fishing gear	500	250	3	3
Louisville (10)	Off station	—	200	—	3	3
Mackinac Island (11)	do	Maud, m. b.	200	—	3	3
Umpqua River (13)	do	Rex, m. b.	800	—	4	4
Fire Island (4),	Middle Ground...	Dolph, m. b.	800	—	1	1
Point of Woods (4).		Evelyn, m. b.	10,000	300	4	4
Cleveland (10)	Off station	Vigilant, m. b.	10	—	2,700	—
						2

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Vessel.	Cargo.	Persons on board.	Lives saved and persons rescued from peril.	Persons succeeded.	Remarks.	
1916. June 14....	Wissahickon.....	Baltimore, Md.....	Welbeck Hall, Br. str.	2,737	Steel rails and grain.		\$300,000	35			Assisted in towing burning steamer away from burning elevator; then went alongside and extinguished fire forward of bridge; canvas on top of cutter's deck house and pilot house burned during work.	
Do.....	Scout.....	West Seattle, Wash.	Sandy, m. b.....			800					On beach in dangerous position; hauled off and towed to safety.	
Do.....	Portage (11).....	Off station.....	Little Tom, m. b.....			1,000		5			Leaking badly; towed to station, hauled out, and temporary repairs made.	
Do.....	Charlevoix (12).....	do.....	Comet II, m. b.....			1,800		4			Ran on rocks in fog after being warned by patrolman; hauled off and towed to safety.	
Do.....	Sturgeon Bay Canal (12).	do.....	Clipper, m. b.....		Fish.....	600	10	2			Lost propeller; picked up and towed to repair yard.	
Do.....	Old Chicago (12).....	do.....									Fisherman fell into lake; rescued by patrolman.	
June 15.....	Marblehead (10).....	do.....	Ondawa, m. b.....			1,000					Engine disabled; towed to safety.	
Do.....	Cape Disappointment (13).....	do.....	_____, m. b.....	5	Gill net.....	850	450	2			Engine disabled in dangerous surf on Peacock Spit; towed out of danger.	
Do.....	Baaddah Point (13).....	do.....	Rex, m. b.....			200					Dragged moorings; drifting seaward; picked up and returned to owner.	
Do.....	Point Bonita (13).....	do.....	Anna N., m. b.....			1,500					Batteries exhausted; towed to safety.	
June 16.....	Cleveland (10).....	do.....	Vigilant, m. b.....			2,700					Batteries exhausted; drifting in gale onto breakwater; towed to station.	
Do.....	Michigan City (12).....	do.....	Archie Roosevelt, m. b.....			1,500					Grounded; towed clear and taken to dock.	
Do.....	Cape Disappointment (13), do.....	do.....	Gill net.....	5		750	450	2			Net fouled propeller and boat drifted into breakers; towed to safety.	
Do.....	Hog Island (6).....	do.....	_____, m. b.....	5	do.....		800	400	2			Engine disabled; drifted into heavy breakers; towed out of danger.
June 17.....	Willie, m. b.....	do.....	Willie, m. b.....			200	100	3			Engine disabled; towed to station; food and shelter afforded.	
Do.....	Tiralfi, m. b.....	do.....					4,000				Engine disabled; drifting in lake; towed in.	

Do.....	do.....	do.....	Marion W., canoe.....	70	2	2	2	2	Capsized in squall; rescue dand given dry clothing.	
Do.....	do.....	do.....	Eva B., m. b.....	350	2	2	2	2	Engine disabled while out in lake; towed to port.	
June 18.....	City Point (2).....	Dorchester Bay.....	Whisper, sailboat.....	200	3	3	3	3	Capsized in squall; rescued all hands and towed boat ashore.	
Do.....	Point Lookout (4). Lone Hill (4).....	Off station.....	Maddie, m. b.....	600	2	2	2	2	Engine disabled; anchored in the open and abandoned; towed to station.	
June 19.....	Sullivans Island (8).....	Dead Man Shoals.	Sheldrake, m. b.....	500	2	2	2	2	Disabled in breakers during the night; towed out of danger and 10 miles to dock; clothing and shelter afforded.	
Do.....	Cleveland (10).....	Off station.....	Sea 104, m. b.....	1,000	4	3	3	3	Machinery disabled; adrift in lake; towed in.	
Do.....	Cape Disappointment (13).....	do.....	Vigilant, m. b.....	2,700	10	10	10	10	Net fouled propeller and boat drifted on Peacock Spit; towed clear and net recovered.	
Do.....	Point Adams (13).....	Clatsop Spit.....	—, m. b.....	5	700	400	400	400	Stranded on spit; floated and towed to station; gasoline furnished.	
June 20.....	Snohomish.....	Wreck Bay, B. C.	Fish net.....	500	300	300	300	300	Shaft broken; adrift off Vancouver Island; towed to Neah Bay.	
Do.....	Cuttlyhunk (2).....	Off station.....	Orion, m. b.....	Fish.....	3,000	700	700	700	700	Ran ashore; floated and towed to anchorage.
Do.....	Lone Hill (4).....	Great South Bay.....	Sagitta, slp. yt.....	3,000	3,000	3,000	3,000	3,000	Stranded; hauled off and assisted to a dock.	
Do.....	Erie (10).....	Off station.....	Commodore, m. b.....	5,000	8	8	8	8	Lost propeller; towed to harbor.	
Do.....	Mackinac Island (11).....	Round Island.....	Dolphia, m. b.....	500	50	50	50	50	Engine disabled and boat on rocks; pulled off and taken to safety.	
Do.....	Old Chicago (12).....	Off station.....	—, m. b.....	150	100	100	100	100	Dragged anchor in gale and went on rocks; towed clear to a safe berth.	
June 21.....	Bogue Inlet (7).....	do.....	Illinois, m. b.....	43	4,000	4,000	4,000	4,000	Stranded; floated and taken to harbor.	
Do.....	Buffalo (10).....	do.....	George B. Faunce, sch. Pilot —, m. b.....	20	3,000	3,000	3,000	3,000	Out of fuel and adrift in lake; towed in to a dock.	
June 22.....	Gloucester (2).....	Magnolia Point.....	Fish.....	8	500	500	500	500	Batteries exhausted; boat anchored in dangerous position; towed to shelter.	
Do.....	City Point (2).....	Dorchester Bay.....	Camp outfit.....	—	4,000	4,000	4,000	4,000	Fouled anchor; towed to yacht club landing.	
Do.....	Monomoy Point (2).....	Off station.....	George B. Faunce, sch. Pilot —, m. b.....	—	3,000	3,000	3,000	3,000	Engine disabled; anchored close in on beach; towed to mooring.	
Do.....	South Chicago (12).....	do.....	Pilot —, m. b.....	—	500	500	500	500	Engine disabled on lake; towed to harbor.	
Do.....	Cape Disappointment (13). Mohawk.....	Off station.....	Marjorie, slp.	5	200	200	200	200	Swamped and drifting into surf; towed out and restored to owner.	
June 23.....	Thames River, Conn.	do.....	Volant, m. b.....	5	300	500	500	500	Capsized by collision; crew rescued from sides of boat.	
Do.....	Heresford Inlet (5).....	Off station.....	—, m. b.....	—	1,000	1,000	1,000	1,000	Engine disabled; drifting to sea; towed in.	
Do.....	Cape Disappointment (13).....	do.....	Kathelma II, m.b.....	5	800	800	800	800	Drifted into breakers and swamped; rescued occupants and towed boat out of danger.	
Do.....	do.....	do.....	Ella, m. b.....	7	1,500	1,500	1,500	1,500	4	
Do.....	do.....	do.....	—, m. b.....	6	Gill net.....	800	450	2	4	
Do.....	do.....	do.....	do.....	—	—	—	—	—	17	
Do.....	do.....	do.....	do.....	—	—	—	—	—	2	

Assistance rendered by cutters and stations, involving the saving of life and property—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Nature of cargo.	Value.	Persons on board.	Lives saved and persons rescued from peril.	Persons succeeded.	Remarks.
1916. June 23	Cape Disappointment, (13).		Off station.	—, m. b..... 5 Gill net	\$750 \$400	2 2	Net fouled propeller and boat drifted in surf; towed to safety, bailed out and propeller cleared.		
June 24	Lone Hill (4).....		Great South Bay.....	Billed Eel, m. b.....	150.....	1.....	Engine disabled; towed to harbor.		
Do	Cape May (5).....		Cape May Point.....	—, m. b.....	300.....	1.....	Propeller adrift; towed to safe berth.		
Do	Island Beach (5).....		Barnegat Bay.....	Helen-Elsie, m. b.....	1,000.....	5.....	Engine disabled; towed to harbor.		
Do	Charlotte (10).....		11 miles east of station.	Kee-Lox III, m. b.....	20,000.....	6.....	Broken shaft; unable to make port; towed in.		
Do	Erie (10).....		Off station.	Virginia, sailboat.....	100.....	2.....	Caught in squall in lake; towed to moorings.		
Do	do.....		do.....	Rose M., m. b.....	150.....	2.....	Carried into lake by squall; towed back to harbor.		
Do	Bois Blanc (11).....		do.....	Elain, m. b.....	1,000.....	4.....	Engine disabled; towed to anchorage.		
Do	Tawas (11).....		Tawas Bay.....	Allie B., m. b.....	2,500.....	3.....	Engine disabled; towed to harbor.		
Do	Marquette (11).....		Off station.	—, rowboat.	5.....	2.....	2 small boys drifting out into lake without oars; picked up and brought in.		
Do	Jackson Park (12).....		do.....	Unome, m. b.....	150.....	2.....	Engine disabled; towed into harbor.		
June 25	Pamilico.....		Alligator River.....	Araminta, m. b.....	500.....	3.....	Stranded; pulled off; gasoline furnished.		
June 26	Sandy Point (3).....		Off station.	Lizzie D. Small, sch.	3,500.....	6.....	Stranded in fog; assisted in floating and making sail.		
Do	Cape Lookout (7).....		do.....	—, m. b.....	2,000.....	1.....	Engine disabled; towed to port.		
Do	Fairport (10).....		do.....	Gertrude Vandyk, m. b.	1,500.....	3.....	Net in propeller; stranded; floated and towed to harbor.		
Do	Louisville (10)		do	Fern Grove, m. b.....	700.....	14.....	Engine disabled and boat drifting on falls; towed out of danger by hard effort.		
Do	Cape Disappointment (13).....		Peacock Spit.	—, m. b.....	7.....	2.....	Capsized in breakers; rescued 1 man half conscious and entangled in net.		
Do	Yaquina Bay (13).....		Off station.	Gill net.....	.....	1.....	Engine disabled outside bar; towed into harbor.		
June 27	Onondaga.....		Hampton Bar.....	Fishing gear.....	500.....	2.....	Stranded; pulled clear and into deep water.		
Do	Gloucester (2).....		Off station.	Achilles, str.....	1,000,000.....	91.....	Engine disabled; drifting on rocks in fresh breeze; towed into harbor.		
Do	Point Allerton (2).....		Alver, m. b.....	.....	250.....	5.....	Lost propeller; towed in.		
Do	Point Adams (13).....		Enterprise, m. b.....	.....	100.....	1.....	Net fouled propeller; towed clear.		
	River entrance.....		River entrance.	Fishing gear.....	3,000.....	150.....			

MISCELLANEOUS ASSISTANCE.

There are each year a large number of cases of assistance rendered to shipping or to water-front property in harbors where the value of the aid is difficult of appraisal; there are also a number of incidents where futile attempts have been made at rescue work, which, although requiring as great efforts as if successful, can not be included in the reports of appraised assistance. All of these incidents are therefore noted in chronological order as follows:

[Abbreviations: m. b., motor boat; slp., sloop; yt., yacht; str., steamer; sch., schooner; bk., bark; bkt., barkentine; bge., barge; ltr., lighter; flat, flatboat.]

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
July 1.	Ocean City, Isle of Wight (6).	Off station.	_____, m. b.			7		Capsized on bar, 4 of crew drowned; assisted in recovery of bodies and saving boat. Telephoned for ambulance to remove sick man from steamer to hospital.
July 2.	Mackinac.							Pump disabled; steamer convoyed by power lifeboat.
Do.	Isles of Shoals (1)	Off station	Juliet, str.	132	General	25		Engine disabled; boat pulled from breakers and up on beach.
Do.	Grande Pointe au Sable (12).	do.	No. 49, m. b.			1		Extinguished grass fire. Recovered body of drowned man.
Do.	Southinside (13).							Carried to and from steamer a physician to attend master.
July 3.	Isle of Wight (6).							Recovered body of drowned boy.
Do.	Harbor Beach (11).							Engines disabled; towed to Alpena for repairs.
Do.	Thunder Bay Island (11).	Off station	J. H. Prentiss, str.			3		Capsized by wash of passing vessel; occupant swam ashore; boat recovered.
Do.	Kenosha (12).							Sprung a leak and drifted into breakers; occupant thrown overboard but managed to reach shore; succeeded at station.
Do.	Sheboygan (12).							Stranded; called tug and lighter to steamer's assistance.
Do.	Southside (13).	Off station	Martha, m. b.			1	1	Extricated an automobile from sand.
Do.	do.		J. F., m. b.			1		Engine disabled; towed to a wharf.
July 4.	Mackinac.	Sugar Island	John Plankington, str.	1,821	Coal			Gave first aid to sick child.
Do.	Nauset (2).					2		Engine disabled; towed to a wharf.
Do.	Gloucester (2).		_____, m. b.					Do.
Do.	Saluria (9).					1		Do.
Do.	Duluth (11).		_____, m. b.			5		Do.
July 5.	Mackinac.		Hoo Doo, m. b.					Adrift; recovered and held for claimant.
Do.	do.		_____, rowboat					Assisted at fire in oil company's property.
Do.	Winona.							Recovered and attempted to resuscitate body of man drowned in surf.
Do.	Sullivans Island (8).							

Do.....	Erie (10).....	Misery Bay.....	_____, m. b.....	3.....	Engine disabled and drifting on shore; towed to wharf.
Do.....	do.....	Erie Bay.....	5.....	5.....	Engine disabled and drifting against pier; towed to shelter.
Do.....	Harbor Beach (11)	Off station.....	_____, skiff.....	2.....	Adrift; recovered and restored to owner.
Do.....	Evanston (12).....	do.....	_____, canoe.....	2.....	Capsized; righted and bailed out; occupants needed no assistance.
Do.....	North Manitou Island (12).....				Helped load gas engine on pile driver.
Do.....	Coquille River (13).....				Landed from steamer woman on way to bed-side of sick mother.
July 6.....	Orleans (2).....				Protected store building from fire.
Do.....	Milwaukee (12).....				Rescued and sent to hospital men injured by falling.
Do.....	Grande Pointe au Sable (12).	Pennsylvania Ry.	_____, m. b.....	7.....	Helped launch boat of Lighthouse Service.
Do.....	Duluth (11).....	dock.		2.....	Engine disabled; towed to wharf.
July 7.....	Baileys Harbor (12).....	Off station.....		7.....	Unable to leave dock on account of wind; towed out into bay.
July 8.....	Mackinac.....	St. Marys River.....	Mary Ludwig, sch.....	2.....	Adrift; recovered and held for a claimant.
Do.....	Isles of Shoals (1)	Off station.....	Sam Adams, m. b.....	13.....	Broke from moorings; assisted in running line.
Do.....	City Point (2).....	Dorchester Bay.....	Iris, yawl.....	2.....	Anchored offshore in squall; towed to mooring.
Do.....	Gloucester (2).....	Normans Woe Cove.....	E. D. Co. No. 6, scow.....	4.....	Stranded in gale; piloted tug to scow and ran line.
Do.....	do.....	Kettle Island.....	E. D. Co., scow.....	2.....	Broke from tow; assisted in running line; floated by tug.
Do.....	Gurnet (2).....	Off station.....	_____, m. b.....	1.....	Master put aboard boat through rough surf.
Do.....	Cleveland (10).....	East Basin.....	No. 2, scow.....	1.....	Adrift in harbor; towed to safety.
Do.....	Duluth (11).....	Off station.....	_____, racing shell.....	2.....	Capsized in basin; righted.
Do.....	Charlevoix (12).....	do.....	_____, m. b.....	1.....	Adrift in harbor; towed to safety.
Do.....	Point Betsie (12).....	do.....	_____, m. b.....	1.....	Engine disabled; towed to station for repair pairs.
July 8-9.....	Apache.....	Chesapeake Beach.....	Robert F. Bratton, sch.	5.....	Stranded; unsuccessful attempts to float vessel made on 8th, 9th, 17th, and 18th; finally abandoned.
July 9.....	Arcata.....	Port Townsend Bay.....			Recovered buoy for Lighthouse Service.
Do.....	Woodbury.....	Portland, Me.....			Assisted in fighting factory fire.
Do.....	Cranberry Islands (1).....	Off station.....			Parted mooring and stranded; floated on rise of tide.
Do.....	Bulow (8).....	In canal.....		1.....	Engine disabled; given a tow.
Do.....	Niagara (10).....	Lake Ontario.....			Recovered body of man drowned while trying to swim ashore from launch.
Do.....	Southside (13).....				Put out 3 grass fires.
July 10.....	Lone Hill (4).....	Off station.....			Gave medical attention to man in a fit.
Do.....	Duluth (11).....	do.....			Adrift; towed ashore.
Do.....	Racine (12).....	do.....			Attempted resuscitation of woman suicide.
Do.....	Southside (13).....	do.....			Extricated auto truck from the sand and removed beyond reach of the surf.
July 11.....	Mackinac.....	St. Marys River.....	_____, rowboat.....		Adrift; picked up and held for a claimant.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
July 11.	City Point (2).	Off station.	Glad Tidings, m. b.			2		Picked up body of man on beach and turned it over to harbor police.
Do.	Evanston (12).	do	Bill, m. b.			4		Ran aground; hauled off after nearly an hour's work.
Do.	Manistee (12).	do						Lost in fog out in lake; found and directed to harbor.
Do.	Grande Pointe au Sable (12).							Recovered boat that had gone adrift.
Do.	Michigan City (12).							Recovered body of drowned boy.
July 12.	Bois Blanc (11).							Recovered body of drowned boy lost overnight; found 2 miles from home.
July 13.	Cleveland (10).	Off station.						Recovered body of drowned boy.
Do.	do	do						Recovered body of drowned man.
Do.	Point Bonita (13).	Off Bolinas Bar	—, skiff					Adrift a mile off shore; recovered and delivered to owner.
July 14.	Cleveland (10).	Off station.						Recovered body of drowned man.
Do.	Ashtabula (10).	do						Unsuccessfully attempted to resuscitate drowned man.
Do.	Charlotte (10).	do						Assisted in recovering body of drowned boy.
Do.	Michigan City (12).	do						Unsuccessfully attempted to resuscitate drowned boy.
Do.	North Manitou Island (12).	Off station.						Gave first aid and assisted doctor in treating man injured by falling.
Do.	Point Bonita (13), Fort Point (13), Hunninwells Beach (1).	Off Point Bonita. Popham Beach.						Beached in San Francisco Bay to avoid sinking; minor assistance rendered.
July 15.								Swung in dangerously near beach while making landing; ran line which enabled steamer to dock.
Do.	Brant Rock (2).	Off station.						Dangerously near shore in fog; warned off by International Code signal.
Do.	Maddaket (2).							Stranded; summoned a towboat, which floated vessel.
Do.	Fenwick Island (6).	Off station.						Picked up body of man washed ashore.
Do.	Fort Lauderdale (8).							Aground; engine disabled; boat pulled off and 3 women occupants taken to their homes.
Do.	Holland (12).	Kalamazoo River.						Recovered body of drowned man.
July 16.	City Point.	Off station.	—, m. b.			1		Adrift in harbor; towed to landing.
Do.	Ashtabula (10).		—, m. b.			8		First aid to boy who had severely cut his leg while in bathing; also called a surgeon to sew up wound.
July 17.	City Point (2).	Off station.	Cleeme, m. b.			5		Disabled in harbor; towed to yacht club.

Do.....	Atlantic City (5).....	Briantine Beach.....	Ruth, m. b.....	3.....	Took boatman off disabled launch. Recovered body of boy drowned while in bathing; resuscitation attempted.
Do.....	Long Branch (5).....	Off station.....	North Butte, m. b.....	2.....	Engine disabled; towed to landing.
Do.....	Duluth (11).....	do.....	Mule, catboat.....	4.....	Unable to get to anchorage in wind; given necessary assistance.
Do.....	Duluth Harbor Beach (11).....	Off station.....	.....	1.....	First aid to sick man.
July 18.	Washapreague (10).....	Off station.....	....., canoe.....	.....	Capsized; landed man and canoe.
Do.....	Jackson Park (12).....	do.....	....., m. b.....	.....	Ran off ways and stranded; pulled afloat and towed into harbor.
Do.....	Marquette (12).....	.....	.....	.....	Brought overturned automobile and put out of reach of tide.
Do.....	Grays Harbor (13).....	Off station.....	....., str.....	.....	Too close inshore for safety; warned off by Coston signal.
Do.....	Yaquina Bay (13).....	Off station.....	.....	4.....	Furnished fuel.
July 19.	Santa Rosa (9).....	do.....	.....	.....	Put out woods fire.
Do.....	Southside (13).....	Off station.....	.....	9.....	Engine disabled; towed to shelter.
Do.....	Metomkin Inlet (6).....	do.....	.....	4.....	Stranded; summoned tug and ran line: tug pulled vessel off.
July 20.	Middle Island (11).....	Off station.....	.....	.....	Adrift; towed to beach.
Do.....	.....	do.....	.....	.....	Warned of danger and moved to safe anchor- age.
July 21.	Scout.....	Puget Sound.....	.....	1.....	Furnished medicines for treating man with badly injured foot.
Do.....	Nome (13).....	Off station.....	.....	.....	Unsuccessfully searched for body of drowned man.
July 22.	Oregon Inlet (7).....	do.....	.....	3.....	Recovered body of drowned boy. Sent to hospital sick woman found on levae.
Do.....	Buffalo (10).....	do.....	.....	.....	Recovered body of drowned boy.
Do.....	Erie (10).....	do.....	.....	.....	Stranded; hauled up on beach out of reach of surf.
Do.....	Louisville (10).....	do.....	.....	.....	Aground; sent call for tug.
Do.....	South Chicago (12).....	do.....	.....	.....	Found aground; towed to station and held for claimant.
Do.....	Nome (13).....	Snake River.....	Hattie B., m. b.....	1.....	Beckaled; towed to landing.
July 22-23..	Mackinac.....	St. Mary's River.....	Charles O. Jenkins, str.....	6,285.....	Do.
July 23.	do.....	do.....	....., m. b.....	32.....	In danger near shore; warned off by Interna- tional Code signal.
Do.....	City Point (2).....	Off station.....	.....	2.....	Recovered body of drowned man.
Do.....	do.....	do.....	.....	8.....	Adrift; recovered and returned to owner.
Do.....	Pennys Hill (7).....	do.....	.....	.....	Recovered body of drowned man.
Do.....	Wash Woods (7).....	do.....	.....	.....	Recovered body of drowned boy; resusci- tation attempted.
Do.....	Lorain (10).....	do.....	.....	.....	Adrift; towed to landing.
Do.....	Cleveland (10).....	do.....	.....	.....	Dragged anchor in harbor; towed to wharf.
Do.....	Buffalo (10).....	do.....	.....	.....	Disabled; towed to race course; towed to slip.
Do.....	Lorain (10).....	do.....	.....	.....	Dragged mooring; towed to boat club.
Do.....	Duluth (11).....	do.....	.....	.....	Adrift; towed to station.
Do.....	do.....	do.....	.....	.....	Landed injured seaman: gave first aid and sent him to hospital.
Do.....	Gray, m. b.....	do.....	.....	9.....	.....
Do.....	do.....	do.....	.....	.....	.....
Do.....	Harbor Beach (11).....	do.....	.....	.....	.....
Do.....	Portage (11).....	do.....	.....	10.....	.....
56947°—16	13	.....	.....	3,200	Iron ore

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.		Admiralty Inlet.						
July 24	Arcata.....	Lynnhaven Roads, Va.	W. B. Keene, str.	396		18	18	Recovered drifting buoy and turned it over to the Lighthouse Service.
Do.....	Onondaga.....	Off station.....	Alpha, m. b.			6	6	Procured diver for disabled tug and gave surgical treatment to injured seaman.
Do.....	Duluth (11).....	do.....	Constitution, m. b.			6	6	Engine disabled; towed to boathouse.
Do.....	do.....	do.....	Eastland, str.			Do.		
Do.....	Jackson Park (12).....	do.....	do.....			Recovered 15 bodies from capsized steamer.		
Do.....	Tillamook Bay (13).....	do.....	do.....			Recovered body of drowned man and attempted resuscitation.		
July 25	City Point (2).....	do.....	do.....			Capsized in shallow water; men picked up and taken with their boat to port.		
Do.....	Barnegat (5).....	do.....	do.....			Piloted into inlet.		
Do.....	Wash Woods (7).....	do.....	do.....			Heading in on shoals; warned by International Code signal.		
Do.....	Duluth (11).....	do.....	do.....			Inexperienced oarsmen unable to get ashore; towed in.		
Do.....	Old Chicago (12).....	do.....	do.....			Recovered body of woman, victim of Eastland disaster.		
July 9, 16, 26	Cranberry Islands (1).....	do.....	do.....			Stranded; assisted in stopping leaks and ran lines for tug that pulled vessel off.		
July 26	Cape Lookout (7).....	do.....	do.....			Standing in danger near Cape Lookout Shoals; warned off by International Code signal.		
Do.....	Wash Woods (7).....	do.....	do.....			Do.		
Do.....	Duluth (11).....	do.....	do.....			Disabled in harbor; towed to wharf.		
Do.....	Harbor Beach (11).....	do.....	do.....			Do.		
Do.....	Milwaukee (12).....	do.....	Milwaukee Bay.			Dragged anchor and drifted toward beach while crew were asleep; occupants awakened and sent on their way.		
Do.....	Old Chicago (12).....	do.....	do.....			Found purse; turned over to police.		
July 27	Penrose.....	Pensacola Bay	do.....			Removed obstruction in harbor.		
Do.....	Off station.....	Off station.....	do.....			Engine disabled; towed to yard for repairs.		
Do.....	City Point (2).....	do.....	do.....			Sheltered 4 men overnight.		
Do.....	Oregon Inlet (7).....	do.....	do.....			Resuscitated swimmer rescued by other parties.		
Do.....	Ashtabula (10).....	do.....	do.....			Removed obstruction from harbor.		
July 28	Penrose.....	Pensacola Bay	do.....			Came ashore after being abandoned; assisted in recovering sails, rigging, and engine.		
Do.....	Sandy Point (3).....	Off station.....	do.....			Engine disabled and camping outfit drenched; party succored 2 days and 1 given medical attention.		
Do.....	Fort Lauderdale (8).....	do.....	do.....					

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Do.	Grande Pointe au Sable (12).	do	—, rowboat..	Found broadside in surf; recovered and turned over to owner.
Do.	Manistee (12).	do	—, skiff ..	2 boys adrift with but 1 oar, picked up and towed into harbor.
July 29	Point Bonita (13)	do		Cared for man who had been injured by falling on a broken bottle.
July 30	Wash Woods (7)			Sent to relatives body of drowned man found on beach.
July 26-31	Harbor Beach (11)	Widgeon, m. b.	157	Stranded; piloted tugs, ran lines, and otherwise assisted in work of floating vessel.
Aug. 1	Mackinac.	Lorenzo Dimick, str..	42	Logs fouled anchor chain of passing vessel; cleared by launch 21-D.
Do.	Morrill.	Noronic, str..	6, 905	Stranded; pulled off with great difficulty by steamer and tugs; cutter stood by to protect the customs and render aid if possible.
Do.	Race Point (2)	—, str..		Ran in dangerously near to shore; warned by Coston signal.
Do.	Sandy Hook (5)	—, str..		Do.
Do.	Hunniewells Beach (1)	Cayuga, m. b.	20	Out of fuel; supplied by station crew.
Aug. 2		Frieda, str..	2, 993	Stranded and afterwards floated unassisted; transferred second officer and sent off telegram.
Do.		Samar, m. b..	2	Rudder broken; towed to repair shop.
Do.		Wood End (2)	32	Stopped runaway horse.
Do.		Sandy Point (3)		Shelter furnished man overtaken by night on beach.
Do.		South Brigantine (5) ..		Reported to Lighthouse Service failure of light to burn.
Do.		Louisville (10)		Engine out of order; boarded launch and set it going.
Do.		Racine (12)		Recovered body of drowned boy; efforts to resuscitate him unsuccessful.
Do.		South Haven (12)		2 boys in danger aboard skiff; assisted in making a landing.
Do.		Nome (13)		Gave resuscitative treatment to man taken from water by others.
Aug. 1-3	Brigantine (5), Little Egg (5), Little Beach (5).	Challenge, m. b.	39	Brought master ashore to have injured hand treated.
Aug. 3	Mackinac.	Tartar, sch..	128	Aground on bar; total loss; manned pumps; on abandoning vessel took crew ashore and fed them; later took men and luggage to Atlantic City.
Do.	Old Harbor (2)	Brush Point ..		A drift in channel; picked up and returned to owner.
Do.	Salisbury Beach (2)	—, rowboat..		Adrift; picked up.
Do.	Brant Rock (2)	—, skiff ..		Extricated automobile from sand.
Do.	do	—, dory..		Found in surf; picked up and returned to owner.
Do.	Forth Cliff (2)	—, dory..		Camping party of 4 whose tent blew down in storm succored at station; their stalled automobile also released.

Miscellaneous assistance—Continued.

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Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
Aug. 8	Buffalo (10)	Off station	James M., m. b.			5		Disabled in heavy squall; towed to harbor. Recovered body of drowned man.
Do	Louisville (10)	do	Monoplane			1		Fell into bay with Aviator Niles on board; machine towed to station and hauled out on beach; Niles not seriously hurt.
Do	Fort Point (13)	do						Stranded; assisted in floating.
Aug. 9	Point Lookout (4)	do	Lady B., m. b.					Gave first aid to injured fisherman and loaned him money to go to physician.
Do	Stone Harbor (5)							Engine disabled; towed to Bay Head.
Do	Mantoloking (5)	Barnegat Bay	Curlew, m. b.	10		4		Out of gasoline; towed to wharf.
Do	Galveston (10)	Off station	Victor, m. b.	do		2		Recovered body of drowned man.
Do	Lorain (10)	do						Weeds in propeller; towed to station.
Do	Buffalo (10)	do	Jacqueline, m. b.	do		2		Abandoned; menace to navigation; picked up in harbor.
Do	Cleveland (10)	do	_____, scow	15				Recovered body of boy bather; efforts to resuscitate unsuccessful.
Aug. 10	Two Rivers (12)							Sheltered overnight at station.
Do	Oregon Inlet (7)							Drifting out of harbor; engine disabled;
Do	Galveston (9)	Off station	Crescent, m. b.			3		towed to wharf.
Do	Marblehead (10)	do	Sandusky, str.	72		4		Sunk in collision; picked up body of fireman who went down with vessel.
Do	Southside (13)	do						Took revolver away from man acting irra-
Aug. 11	Mackinac							tionally on beach.
Do	Newburyport (2)							Transported immigration inspector.
Do	Cobb Island (6)							Gave first aid to 2 men injured by fall and sent them to hospital.
Do	Racine (12)	Off station	Franconia, sch	136	Lumber	4		Transported lighthouse inspector on inspec-
Aug. 12	Point Allerton (2)	Salisbury Beach (2)	_____, sch.					tion trip.
Do	Race Point (2)	Racha preague (6)	_____, sch.					Recovered body of drowned man.
Do	Wallops Beach (6)							Assisted in getting anchor.
Do	Cleveland (10)							Protected houses from fire.
Do	Coos Bay (13)	Off station						Warned away from bar by Coston Light.
Do	Yaquina Bay (13)							Carried Army officer on inspection of fish pounds.
Aug. 13	Straitsmouth (2)	Off station	Marie, m. b.	6				Do.
								Gave first aid to woman with broken wrist and sent her to hospital.
								Extinguished timber fire.
								Transported Senator Lane on inspection trip around harbor.
								Engine trouble; given tow.

Do.....	Point Judith (3).....	d0.....	d0.....	2	2	
Do.....	Short Beach (4).....	d0.....	14.....			
Do.....	Ocean City (6).....	d0.....	2.....			
Do.....	Sabine Pass (9).....	d0.....	14.....			
Do.....	Marblehead (10).....	Kelley's Island.....	523.....			
Do.....	Duluth (11).....	Off station.....	7.....			
Do.....	do.....	d0.....	1.....			
Do.....	Manistee (12).....	d0.....	5.....			
Aug. 14.....	Metomkin Inlet (6), Wachapreague (6). Sullivans Island (8). Sheboygan (12). Wash Woods (7). Point Betsie (12).....	—, str.....	—, str.....			
Do.....	Rye Beach (1).....	Near Pemberton.....	2.....			
Do.....	Point Allerton (2).....	—	—			
Do.....	Southampton (4).....	—	—			
Do.....	Atlantic City (5).....	Rum Point.....	5.....			
Do.....	Scabright (5).....	Off station.....	13.....			
Do.....	Sea Isle City (5).....	—	—			
Do.....	Buffalo (10).....	Off station.....	31.....			
Do.....	Duluth (11).....	d0.....	9.....			
Do.....	Evanston (12).....	d0.....	2.....			
Do.....	Pentwater (12).....	d0.....	6.....			
Aug. 16.....	Portsmouth Harbor (1). City Point (2).....	Port Townsend Bay..... Pathfinder, str.....	—, slp..... Helen, m. b.....			
Do.....	Island Beach (5).....	—	—			
Do.....	Toms River (5).....	—	—			
Do.....	Ocean City (5).....	Off station.....	2.....			
Do.....	Stone Harbor (5).....	do.....	18.....			
Do.....	Monnouth Beach (5).....	—	—			
Do.....	Brazos (9).....	—	—			
Do.....	Saluria (9).....	—	—	12		

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succeeded.	Remarks.
1915.								
Aug. 16 ...	Harbor Beach (11)	Off station.	Arizona, str.	1,041		170		Placed red-flag buoy on reef to warn vessels. Ran a line to enable boat to leave dock.
Do.	Kewaunee (12)		_____, m. b.			1		Transported 30 people across river.
Do.	Umpqua River (13)	Off station.	_____, dory					Out of fuel; supply of gasoline furnished.
Aug. 17 ...	Burnt Island (1)	do						Secured to prevent drifting away.
Do.	Plum Island (2)	do						Notified caretaker that barn was on fire.
Do.	North Scituate (2)	do						Marooned on breakwater; taken off by station crew; other parties saving boat.
Do.	Point Judith (3)	do				2		Out of fuel; supplied by station crew.
Do.	Rocky Point (4)	do						Engine disabled; towed to destination.
Do.	Shinnecock (4)	do						Recovered body of drowned man.
Do.	Long Branch (5)							Transportation afforded U. S. Army engineer.
Do.	Little Egg (5)							
Do.	Mile Beach (5)							
Do.	Wachapreague (6)							
Do.	Oswego (10)	Off station.	_____, str.					
Do.	Harbor Beach (11)		J. J. Barth, str.	683		14		Warned away from shoals by Coston signal. Recovered body of drowned man. Stranded; took soundings; vessel released by tug.
Do.	Jackson Park (12)							Adrift; picked up.
Aug. 18 ...	Old Harbor (2)		_____, rowboat.					Do.
Do.	Salisbury Beach (2)		_____, skiff.					Found lost child.
Do.	Pamet River (2)		Rose Dorothea, sch.			23		Disabled; master put in communication with owner.
Do.	Atlantic City (5)							Transportation furnished U. S. Army engineer.
Do.	Loveladies Island (5), Harvey Cedars (5).	Off station.	Black Rock, str.	1,997	Coal.	23		Assisted in putting out fire at summer resort.
Do.	Lewes (6) ...							Adrift; picked up.
Do.	Niagara (10)	Off station.	_____, rowboat.			3		Came into harbor leaking; transportation afforded master.
Do.	Beaver Island (12)	do	Nancy' Alice, m. b.	10		3		Anchored in dangerous place; piloted to safe anchorage in harbor.
Do.	Pentwater (12)	do	Mary Ludwig, sch.			3		Leaking badly, short-handed, and master sick; helped make vessel fast and pumped her out.
Do.	Two Rivers (12)					3		Came into harbor leaking; assisted in freeing vessel of water and stopping leak.
Do.	Nome (13) ...	Off station.						Placed crews aboard vessels anchored in the offing.
Aug. 19 ...	Wood End (2)	do						Furnished clothing to man who fell out of his boat.
Do.	Squan Beach (5)	do						Extinguished grass and brush fire that threatened near-by houses.

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Do.....	Cobb Island (6).....	do.....	Recovered body of drowned man and attempted resuscitation.
Do.....	Cape Henlopen (6).....	do.....	Found lost buoy and reported to Lighthouse Service.
Do.....	Ludington (12).....	do.....	Recovered body of drowned boy and attempted resuscitation.
Do.....	Coquille River (13).....	do.....	Carried to hospital man injured while blasting in stone quarry.
Aug. 20....	Block Island (3).....	Off station.....	Put out grass fire that threatened near-by house.
Do.....	Georgica (4).....	do.....	Tail shaft broken; sent off telegram for master.
Do.....	Oak Island (7).....	do.....	Sent off message for master.
Do.....	Galveston (9).....	do.....	Recovered body of woman, victim of storm.
Do.....	do.....	do.....	Buried 5 bodies, victims of storm.
Do.....	Racine (12).....	do.....	Recovered body of drowned woman.
Do.....	Evanston (12).....	do.....	Assisted in freeing waterlogged boat of water.
Do.....	Burnt Island (1).....	do.....	Warned away from shore by Coston signal.
Do.....	Newburyport (2).....	Near station.....	Removed fishhook from boy's hand and dressed wound.
Do.....	Bonds (5).....	do.....	Found lost girl and restored her to her parents.
Do.....	Sullivans Island (8).....	Off station.....	Swamped while running race; bailed out and towed into harbor.
Do.....	Sabine Pass (9).....	do.....	Assisted in hauling boat on beach and later in floating her.
Do.....	Duluth (11).....	Off station.....	Assisted in preventing stealing in Sabine following hurricane.
Do.....	Old Chicago (12).....	do.....	Found clothing of drowned boy.
Do.....	Jackson Park (12).....	do.....	Recovered floating body of drowned man.
Do.....	Scout.....	do.....	Recovered floating body of drowned woman.
Aug. 22....	Winnisimmett.....	Lower Middle Ground.....	Recovered body of drowned man.
Do.....	Hampton Beach (1).....	Great Boar's Head.....	Drifting timber towed ashore.
Do.....	Brant Rock (2).....	Green Harbor Dike.....	Engine disabled; towed back to vessel.
Do.....	Nahant (2).....	Off station.....	Hauled up out of surf.
Do.....	City Point (2).....	do.....	Loaned batteries.
Do.....	Gurnet (2).....	Rosario Straits.....	Recovered body of drowned man.
Do.....	Plymouth Bay.....	Cutter from U. S. S. Chicago.....	Dragged anchor into shoal water; towed to safe place.
Do.....	Stone Harbor (5).....	do.....	Tender of launch parted line and went adrift; put passengers aboard launch and recovered tender.
Do.....	Sullivans Island (8).....	do.....	Loaned supply of gasoline.
Do.....	Velasco (9).....	do.....	Assisted to launch boat off beach.
Do.....	Duluth (11).....	do.....	Recovered bodies of 5 victims of hurricane.
Do.....	Evanston (12).....	do.....	Recovered body of boy washed ashore.
Do.....	Sheboygan (12).....	do.....	Pulled automobile from bluff at edge of lake.
Do.....	Saluria (9).....	do.....	Extricated automobile from sand.
Aug. 22-23.	Nahant (2).....	Pass Cavallo.....	Assisted U. S. engineers in making surveys.
Aug. 23	Monomoy (2).....	Off station.....	Picked up body of drowned man.
Do.....	Brant Rock (2).....	do.....	Warned away from shore by Coston signal.
Do.....	do.....	do.....	Recovered; had been stolen.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succeeded.	Remarks.
1915. Aug. 23.....	Fishers Island (3).....	Off station.....	Rose A., str.....	52	Lumber.....	5	.....	Went on reef; ran lines and assisted in floating On fire; towed away from dock to protect other property.
Do.....	Fire Island (3).....	Saltaire.....	L. R. Bransford, m. b.	24	.....	15	.....	Put out grass fire.
Do.....	Potunk (4).....	Near station.....	....., sloop.....	.....	.....	.....	.....	Dangerously near bar; warned off by Coston signal.
Do.....	Two Mile Beach (2).....	Off station.....	.....	.....	.....	.....	.....	Buried bodies of 1 woman and 6 men, storm victims.
Do.....	Galveston (9).....	Near station.....	.....	.....	.....	.....	.....	Adrift; recovered.
Do.....	Charlotte (10).....	Off station.....	....., rowboat.....	.....	.....	.....	.....	Recovered body of drowned man.
Do.....	Niagara (10).....	do.....	Kitty, m. b.....	5	.....	3	.....	Engine disabled; towed while repairs were made.
Do.....	Erie (10).....	do.....	.....	.....	.....	.....	.....	Recovered body of drowned man.
Do.....	Sturgeon Bay Canal (12).....	do.....	.....	.....	.....	.....	.....	Recovered from perilous position on cliff.
Do.....	Golden Gate (13).....	Lands End.....	Standard, m. b.....	5	.....	2	.....	Stranded; endeavored to float vessel; had to wait for high tide.
Do.....	Nome (13).....	Snake River.....	.....	.....	.....	.....	.....	Recovered body of drowned man.
Aug. 24.....	Cape May (5).....	Off station.....	.....	.....	.....	.....	.....	Medical aid given to sick man.
Do.....	Wachapreague (6).....	Core bank (7).....	....., m. b.....	.....	.....	1	.....	Out of fuel; towed to Atlantic, N. C.
Do.....	.....	Louisville (10).....	....., do.....	.....	.....	.....	.....	Recovered body of drowned man.
Do.....	.....	Frankfort (12).....	....., do.....	.....	.....	9	.....	Stranded at dock; assisted to float.
Aug. 25.....	Mackinac.....	Hay Lake.....	Sweetheart, m. b.....	.....	.....	2	.....	Men marooned on light crib; taken off and put aboard their boat.
Do.....	White Head (1).....	Off station.....	Buttercup, m. b.....	.....	.....	.....	.....	Informed master of schooner of sickness in his family.
Do.....	Nahant (2).....	do.....	.....	.....	.....	1	.....	Assisted in recovery of body of drowned man.
Do.....	Old Harbor (2).....	do.....	....., dory.....	.....	.....	1	.....	Gave aid to fisherman who had lost his vessel and rowed for 2 days to reach land.
Do.....	Brant Rock (2).....	.....	.....	.....	.....	.....	.....	Telephoned for physicians to attend man taken with appendicitis.
Do.....	Short Beach (4).....	Off station.....	Lulaer F., m. b.....	.....	.....	4	.....	Engine disabled; boarded boat and repaired difficulty.
Do.....	Manistee (12).....	do.....	.....	.....	.....	5	.....	Took lines as vessel docked and made her fast.
Do.....	Milwaukee (12).....	do.....	.....	.....	.....	.....	.....	Fell in lake after balloonist had dropped in parachute; recovered and returned to owner.
Do.....	North Manitou Island (12).....	do.....	Lawrence, m. b.....	15	U. S. mail.....	7	.....	Sea too heavy for making landing; took off mail and passengers.
Aug. 26.....	Atlantic City (5).....	.....	.....	.....	.....	.....	.....	Transported U. S. Army officer on inspection of fish pounds.

	Barnegat (5)	Off station	Hildur, m. b	
Do.....	Bogue Inlet (7)	do	Keith, m. b	
Do.....	Cape Fear (7)	do	Sadie Culver, m. b	36
Do.....	Cleveland (10)	Cuyahoga River	J. H. Spencer, m. b	
Do.....	Harbor Beach (11)	Off station	Black Hawk, sch	27
Aug. 27	City Point (2)	do	Marie, m. b	6
Do.....	do	do	Virginia B., yawl	
Do.....	Gurnet (2)	Plymouth Bay		
	Lone Hill (4)	Great South Bay	———, catboat	
Do.....	Cape May (5)	Off station		
Do.....	Stone Harbor (5)	Off station	———, m. b	
Do.....	Great Egg (5)	do	Rosalie, m. b	4
Aug. 28	Brant Rock (2)	Normans Woe Heights	———, slp	3
Do.....	City Point (2)	Kings Beach	Arwycke, slp	8
Do.....	Gloucester (2)	Off station	8 fishing skiffs	22
Do.....	Nahant (2)	do	Martha J., m. b	9
Do.....	Monmouth Beach (5)	do	Lumber	
Do.....	Brazos (9)	do		
Do.....	Deer Park (11)	do	J. H. Stevens, m. b	94
Do.....	North Manitou Island (12)	do	Bark	4
Do.....	Coquille River (13)	Outside Bar	Merchandise	40
	Mackinac	St. Marys River	———, rowboat	7
	Hunniwells Beach (1)	Off station	———, m. b	
Do.....	Brant Rock (2)	do	———, slp	
Do.....	Salisbury Beach (2)	do		
Do.....	Brenton Point (3)	do		30
Do.....	Short Beach (4)	Meadow Island	Tillie Fisher, m. b	4
Do.....	Wash Woods (7)	Off station	———, str	8
Do.....	Grand Marais (11)	do	Lozenzo Dimick, str	
Do.....	Harbor Beach (11)	do	———, m. b	
Do.....	North Manitou Island (12)	do	Margaret, m. b	

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
Aug. 29	Sheboygan (12)	Off station	Nyack, str.			150		Unable to dock in strong wind; assisted in handling lines and making vessel fast. Removed fishhook from boy's hand. Engine disabled; towed to berth. Lost rudder; put aboard master who had been ashore to telephone for cutter. Light keeper notified that light buoy was not burning properly. Leaking; helped pump vessel out and towed her to offing. Disabled; towed to Ellierta. Revived woman who had fallen in faint at edge of surf.
Do.	Southside (13)	do	Annie K., m. b.			1		
Aug. 30	City Point (2)	do	Marguerite Haskins, sch.	101		17		
Do.	Monomoy Point (2)	do						
Do.	Sandy Point (3)	do						
Do.	Baileys Harbor (12)	do	Geo. W. Wescott, sch.	122	Lumber	4		
Do.	Point Betsie (12)	do	_____, m. b.			3		
Do.	Southside (13)	do						
Aug. 31	Burnt Island (1)	do	Rebecca M., m. b.	15	Gasoline	2		
Do.	Short Beach (4), Point Swift Creek	do						
Do.	Lookout (4)	do						
Do.	Mantoloking (5)	Off station	Witch, m. b.			5		
Do.	Cape Lookout (4)	do	_____, m. b.			1		
Do.	Lorain (10)	do	_____, canoe			2		
Do.	Fairport (10)	do	_____, ltr.					
Do.	Grand Marais (11)	do	500					
Sept. 1	Ossipee	Portland, Me.						
Do.	Gloucester (2)	Off station	Charlotte, m. b.			1		
Do.	Mantoloking (5)	do	_____, sneakbox					
Sept. 2	Gurnet (2)	do	Unknown vessel			2		
Do.	do	Cape Cod Bay	_____, m. b.			8		
Do.	Newburyport (2)	Off station	3 motor boats					
Do.	Great Egg (5)	Off station						
Do.	Little Island (7)	Off station						
Do.	Sheboygan (12)	do	Unknown str.					
Do.	Grays Harbor (13)	Near station						
Sept. 2-3	Aransas (9)	Mustang Island						
Sept. 3	Hampton Beach (1)	Off station						
Do.	Gurnet (2)	Plymouth Bay						
Do.		Arteola, m. b.						

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Do.....	Atlantic City (5).....	Off station.....	—, m. b.....	Transmitted message asking for assistance for disabled boat.
Do.....	Island Beach (5).....	do.....	Unknown str.....	Extinguished fire in woods.
Do.....	Wash Woods (7).....	do.....	Skido, slp.....	Warned away from beach by flag signal JD.
Do.....	Saluria (9).....	do.....		Stranded; assisted in getting ready for repairs and launching.
Sept. 4.....	Salisbury Beach (2).....	do.....		Gave restorative treatment to bather who had been rescued from drowning.
Do.....	do.....	do.....		Pulled large automobile out of sand.
Do.....	Forked River (5), Barnegat (5).....	Barnegat Inlet.....	3.....	Aground in narrow inlet; floated.
Do.....	Island Beach (5).....	Off station.....	5.....	Piloted through narrow and crooked channel.
Do.....	Two Mile Beach (5).....	do.....	3.....	Engine disabled and boat aground; floated.
Do.....	Frankfort (12).....			Extinguished fire in cottage; 20 other buildings in immediate danger.
Do.....	Old Chicago (12).....	Off station.....	2.....	Engine disabled; towed to a slip.
Sept. 5.....	Penrose.....	Pensacola Bay.....	2.....	Removed waterlogged timber from channel.
Do.....	City Point (2).....	Dorchester Bay.....	2.....	Engine disabled; towed to safety.
Do.....	do.....	Off station.....	8.....	Do.
Do.....	do.....	do.....	3.....	Removed rope entangled in wheel.
Do.....	Gurnet (2).....	Cape Cod Bay.....	1.....	Started disabled engine.
Do.....	do.....	Plymouth Bay.....	2.....	Took sick man home in power surfboat.
Do.....	Manomet Point (2).....	Off station.....		Adrift in surf; bailed out and hauled clear of tide.
Do.....	Plum Island (2), Newburyport (2).....	do.....		Saved parts of wrecked launch and returned same to owner.
Do.....	Bellport (4).....	do.....		Adrift; picked up and held for claimant.
Do.....	Short Beach (4).....	Meadow Island.....	6.....	Aground; floated.
Do.....	Cold Spring (5).....	Off station.....	6.....	Hauled up on beach out of reach of surf.
Do.....	Holly Beach (5).....	Near station.....		First aid to man injured in collision between motor cycle and automobile.
Do.....	Duluth (11).....	Off station.....		Disabled in harbor; towed to landing.
Do.....	St. Joseph (12).....	do.....		Dragged anchor; towed to safe anchorage.
Do.....	Coquille River (13).....	Off bar.....		Took soundings for steamer waiting outside for tug.
Do.....	do.....	do.....		Do.
Sept. 3-6.....	Grays Harbor (13).....	North Spit.....	7.....	Forced by weather to anchor outside; stood by and assisted tug to get vessel into harbor.
Sept. 5-6.....	Mackinac.....	Sugar Island.....		General assistance; telephoning, etc.
Sept. 6.....	City Point (2).....	Off station.....		Engine disabled; towed to mooring.
Do.....	do.....	do.....		Do.
Do.....	Race Point (2).....	do.....		Furnished stimulant for sick man.
Do.....	Fire Island (4).....	do.....		Stranded; secured sails, put out anchor, etc.
Do.....	Townsends Inlet (5).....	do.....		Attempted to resuscitate drowned man.
Do.....	Cleveland (10).....	do.....		Engine disabled; picked up and taken to safety.
Do.....	Duluth (11).....	do.....		Ineffectual attempt to restore drowned man.
Do.....	Evanston (12).....	do.....		Becalmed, towed to harbor.
Sept. 7.....	Point Judith (3).....	do.....		Picked up body of drowned man.
Do.....	Spermaceti Cove (5).....	do.....		Recovered stolen launch and restored it to owner.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
Sept. 7-8.	Yamacraw.	St. Johns River.	Lenape, str.....	5,179	Merchandise.....	331	.....	Stranded; pulled on vessel without result; floated after 400 tons of cargo had been removed. Recovered from surf. Pulled automobile from quicksand. Aground in harbor; assisted in floating. In need of pilot; towed to a dock.
Sept. 8	Portsmouth Harbor (1).	Off station.....	Racing shell.....	.....	.....	.....	.....	.....
Do	Dam Neck Mills (7)	Near station.....	.....	.....	.....	4	.....	.....
Do	Galveston (9)	Off station.....	.....	.....	.....	3	.....	.....
Do	South Manitou Island (12).	In harbor.....	.....	.....	.....	.....	.....	.....
Do	Yaquina Bay (13)	Off station.....	.....	.....	.....	2	.....	.....
Sept. 9	Surfside (2).....	do.....	2 skiffs.....	.....	.....	.....	.....	Towed in over bar. Assisted woman thrown from horse and injured. Ran aground; pulled off and towed to safe anchorage. Put 3 men aboard vessel; no other means available. Given tow around end of pier. Assisted in putting out fire in Spring Valley Reservation.
Do	Bogue Inlet (7)	do.....	Atlantic, m. b.....	14	.....	5	.....	.....
Do	Brazos (9)	do.....	R. Waverly, m. b.....	30	.....	9	.....	.....
Do	Charlevoix (12)	do.....	Venus, m. b.....	.....	.....	4	.....	.....
Do	Southside (13).....	Lake Merced.....	.....	.....	.....	.....	.....	.....
Sept. 10	Cranberry Islands (1).	Off station.....	Monhegan, str.....	387	.....	26	.....	.....
Do	Brant Rock (2).....	do.....	_____, rowboat.....	.....	.....	3	.....	.....
Do	Newburyport (2)	Ipswich Bay.....	_____, dory.....	.....	.....	.....	.....	.....
Do	Wood End (2)	Off station.....	Unknown str.....	.....	.....	5	.....	.....
Do	Short Beach (4)	do.....	Rambler, m. b.....	.....	.....	3	.....	.....
Do	Deal (5).....	do.....	_____, skiff.....	.....	.....	.....	.....	.....
Do	Bogue Inlet (7).	.....	.....	.....	.....	3	.....	.....
Do	Harbor Beach (11).....	Off station.....	_____ , canoe.....	.....	.....	.....	.....	.....
Do	Milwaukee (12).....	do.....	Spray, sloop.....	.....	.....	.....	.....	.....
Do	Southside (13).....	.....	.....	.....	.....	.....	.....	.....
Do	Cranberry Islands (1) .	.....	.....	.....	.....	.....	.....	.....
Sept. 11	Sandy Point (3)	Off station.....	.....	.....	.....	.....	.....	.....
Do	Point Judith (3)	do.....	.....	.....	.....	1	.....	.....
Do	Blue Point (4).....	do.....	.....	.....	.....	2	.....	.....
Do	Point Lookout (4)	do.....	.....	.....	.....	3	.....	.....
Do	Barnegat (5)....	do.....	.....	.....	.....	4	.....	.....
Do	do.....	do.....	.....	.....	.....	.....	.....	Grounded in channel, no danger; assisted in floating.

Do	Great Egg (5)	do	Sayble, m. b	
Do	Fort Lauderdale (8)	do	Bonito, m. b.	
Do	Racine (12)	do		
Do	Sheboygan (12)	do		
Do	Brant Rock (2)	Bluefish Rock.	_____, rowboat.	
Sept. 12	Stone Harbor (5)	On bar.	_____, yawl.	
Do	Louisville (10)	Off station		
Do	Harbor Beach (11)	do		
Do	do	do		
Do	Milwaukee (12)	do		
Do	Fort Point (13)	Off Lime Point		
Sept. 12-13	Fort Point (13)	Off station		
Sept. 13	Mackinac	Gogomain River		
Do	Ossipee	Portland, Me.		
Do	Hunniwells Beach (1)	Sagadahoc Bay		
Do	do	Off station		
Do	Two Mile Beach (5)	do	Vestal, m. b.	
Do	Buffalo (10)	do	_____, m. b.	
Do	Charlotte (10)	do	Aeroplane	
Do	do	do	Milady, m. b.	
Sept. 14	City Point (2)	do		
Do	Bogue Inlet (7)	do	Alvira, slp	
Do	Lake View Beach (11)	do	Sarrah, m. b.	
Do	Charlevoix (12)	do	_____, rowboat.	
Do	Grays Harbor (13)	Near station		
Sept. 15	City Point (2)	do		
Do	Metomkin Inlet (6)	do	Madeline, m. b.	
Do	do	do	Franklin City, m. b.	
Do	do	do	_____, m. b.	
Do	Manomet Point (2)	do	_____, m. b.	
Do	Sandy Point (3)	Off station		
Do	Short Beach (4)	do	Clams.	
Do	South Haven (12)	do	do	
Sept. 16	Manomet Point (2)	Near station		
Do	Meadow Island	Off station		
Do	Off station	do	Madeline, m. b.	
Do	do	do	Franklin City, m. b.	
Do	do	do	_____, m. b.	
Do	do	do	_____, m. b.	
Do	J. & C. Henley, sch.	do		
Do	Dolphin, m. b.	do		
Do	Baadah Point (13)			

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
Sept. 17.....	Quoddy Head (1).....	Off station.....	Louie Cobb, sch.....	243	Coal....	5	5	Totally wrecked on ledges; assisted in saving property from vessel. Engine disabled; towed to yacht club. Fuel exhausted; towed into harbor. Piloted into safe waters for the night. Engine disabled; towed to a wharf. Capsized and lost deck load; 25,000 feet of lumber saved by crew of cutter. Adrift; picked up and returned to owner. Engine disabled; towed to dock for repairs. Engine disabled; towed to boat landing. Operated hand pump and repaired pumping engine. Engine disabled; towed into harbor. Assisted in replacing propeller which had worked off. Parted towline; ran line for tug. Out of fuel; towed to wharf.
Do.....	City Point (2)	do.....	Adnois, m. b.....			1	1	
Do.....	Gloucester (2)	Normans Woe	_____, m. b.....			1	1	
Do.....	Bogue Inlet (7)	do.....	Amy II, m. b.....			2	2	
Do.....	Duluth (11)...	do.....	Dorothy, m. b.....			2	2	
Do.....	Penrose.....	Escambia Bay	No. 4, ltr.....	68	Lumber.....	3	3	
Sept. 18.....	Cuttlyhunk (2)	Off station.....	_____, dory.....					
Do.....	Stone Harbor (5)	do.....	Crystal, m. b.....	37	Terrapins.....	6	6	
Do.....	Green Run Inlet (6)	do.....	_____, m. b.....		Lumber.....	2	2	
Sept. 19.....	Cranberry Islands (1)	do.....	Sarah & Lucy, sch.....	252		5	5	
Do.....	Gloucester (2)	Ammissquam River	Freddie, m. b	8		2	2	
Do.....	Point of Woods (4)...	Off station.....	_____, m. b.....			9	9	
Do.....	Fort Macon (7)	do.....	No. 10, scow.....			2	2	
Do.....	Oak Island (7)	do.....	_____, m. b.....			3	3	
Do.....	Chester Shoal (8)	do.....	Unknown str.....					
Do.....	St. Joseph (12)...	do.....						
Do.....	Golden Gate (13).....	Near station.....						
Sept. 20.....	Mackinac.....	St. Mary's River	Frances, m. b.....			2	2	
Do.....	City Point (2)	Commercial Point	_____, s/p.....			4	4	
Do.....	do.....	Off station.....	Badger, m. b.....					
Do.....	do.....	do.....	_____, m. b.....					
Do.....	do.....	Normans Woe	Charlotte, m. b.....			1	1	
Do.....	Gloucester (2)	Off station.....	Resolute, m. b.....			4	4	
Do.....	Fire Island (4)	Shark Inlet.....	_____, rowboat			2	2	
Do.....	Shark River (5)	Duluth (11).....	_____, dinghy					
Do.....	Duluth (11).....	White River (12)	Georgia, m. b.....					
Do.....	Southside (13).....	Army reservation	Lizzie May, sch.....			2	2	
Do.....	Great Wass Island (1)	Goose Island.....	Desire, skiff.....			1	1	
Do.....	Old Harbor (2).....	Off station.....						
Do.....	Orleans (2).....	Near station.....						
Do.....	Blue Point (4)	Great South Bay.....				4	4	
Do.....	Oak Island (4)	Cedar Island.....						
Do.....	do.....	Off station.....				2	2	

Do.....	Point of Woods (4).....	do.....		Groceries.....	8
Do.....	Atlantic City (5).....	do.....		Wood.....	266
Do.....	Great Egg (5).....	do.....			2
Do.....	Name (13).....	Off station.....			7
Do.....	Toms River (5).....	Yacht club dock.....			
Do.....	Green Run Inlet (6).....	Off station.....			
Do.....	Oregon Inlet (7).....				
Do.....	Charlotte (10).....	Off station.....			
Do.....	Pentwater (12).....	Sand docks.....			
Do.....	Tillamook Bay (13).....	Off bar.....			
Sept. 22.....	City Point (2).....	Off station.....			
Do.....	Point Allerton (2).....	do.....			
Do.....	Sandy Hook (5).....	do.....			
Do.....	Jackson Park (12).....	do.....			
Do.....	Racine (12).....	Breakwater.....			
Do.....	Southside (13).....	Near station.....			
Do.....	Name (13).....	Off station.....			
Sept. 23.....	Hampton Beach (1).....				
Do.....	Salisbury Beach (2).....				
Do.....	Gull Shoal (7).....	Off station.....			
Do.....	Tawas (11).....	do.....			
Sept. 24.....	Hummiewell Beach (1).....	Perkins Island.....			
Do.....	White Head (1).....	Off station.....			
Do.....	Straitsmouth (2).....	do.....			
Do.....	Charlevoix (12).....	Gulf Island Reef.....			
Do.....	do.....	Off station.....			
Do.....	Old Chicago (12).....	do.....			
Do.....	Coos Bay (13).....	do.....			
Sept. 25.....	Wallis Sands (1).....	do.....			
Do.....	City Point (2).....	Dorchester Bay.....			
Do.....	Oak Island (7), Cape	Smiths Island.....			
Do.....	Fear (7).....	do.....			
Do.....	Jackson Park (12).....	Off station.....			
Do.....	Sheboygan (12).....	Anama, yawl.....			
Sept. 26.....	Quoddy Head (1).....	Off station.....			
Do.....	City Point (2).....	do.....			
Do.....	do.....	do.....			
Do.....	do.....	do.....			

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
Sept. 26.	Fourth cliff (2)	North River	_____, m. b.			2		Engine disabled; towed to safe berth.
Do.	Gloucester (2).	Off station	_____, yawl			1		Broke adrift from scow; towed back.
Do.	do.	do	Smelt, m. b.			3		Dragging mooring; towed to safe anchorage.
Do.	Manomet Point (2)	do	_____, dory					Drifting seaward; overtaken and anchored and occupants landed.
Do.	Nahant (2)	Bass Point	Gertrude, m. b.					Dragging anchor and in danger of going ashore; secured.
Do.	do	Off station	_____, m. b.					Occupants afraid to row; taken from boat and landed.
Do.	Newburyport (2)	Plum Island Point	Wiz, m. b.			2		Landed woman from sailboat.
Do.	Point Allerton (2)	Off station	_____, rowboat.			3		Hauled boats up on beach out of reach of sea.
Do.	do	do	_____, sailboat			1		Furnished food to 3 persons from disabled launch.
Do.	Sandy Point (3)	do	2 dories					Assisted in saving fish nets.
Do.	Blue Point (4)	do						Stranded; towed clear.
Do.	Point Lookout (4)	do				7		Engine disabled; towed to destination.
Do.	Point of Woods (4)	Fundy	Hesitation, m. b.			1		Aground on flat; pulled clear.
Do.	Quogue (4)	Off station	_____, m. b.			6		Stranded; made sails secure and put out anchor; assisted in floating vessel on rise of tide.
Do.	Fire Island (4)	do	Chippewa, m. b.			3		Stranded; removed passengers.
Do.	Zachs Inlet (4)	Short Beach	Grotona, m. b.					Do.
Do.	do	Bayside	Marie, m. b.			8		Standing into danger; warned off by Coston signal.
Do.	Ship Bottom (5)	do	Hoyo, m. b.			11		Adrift; towed to safe berth.
Do.	Wachapreague (6)	Unknown vessel	Unknown vessel					Adrift; towed to shelter and fuel furnished.
Do.	Rehoboth Beach (6)	Horseshoe Channel	Catherine, m. b.			5		
Do.	Indian River Inlet (6)	Off station	_____, m. b.					
Do.	Cleveland (10).	do	Case, str.			9		Dragging anchor; tug summoned.
Do.	Harbor Beach (11)	Off station	Mule, sailboat.					Carried 2 lighthouse attendants to light.
Do.	do	North Breakwater	_____, ltr.			1		Adrift; made fast to pier.
Do.	do	do	_____, scow.					In danger of going on breakwater; assisted in making lighter secure.
Do.	Racine (12)....	Off station	Louis Pahlow, str.					Broke moorings; taken to dock and made fast.
Do.	South Manitou Island (12).	do	Lumber			16		Transported master to and from shore to send messages.
Do	Newburyport (2)	Plum Island Point	Winona, m. b.			4		Removed passengers from boat in exposed anchorage.

Do.....	Assateague Beach (6).....	M. J. Lee, sch.....	28	Oysters.....
Sept. 26-27.	Yamacraw.....	Melderskin, str.....	2,256	Coffee.....
Sept. 27.	Cranberry Islands (1).....	_____, m. b.....	3	.....
Do.....	Bunker Head.....	_____, slp.....	31	.....
Do.....	Wood Island.....	John S. Beacham, sch.....	5	.....
Do.....	Otter Island.....	Oriel, yawl.....	3	.....
Do.....	Dorchester Bay.....	Comus, slp.....	3	.....
Do.....	do.....	_____, m. b.....	6	.....
Do.....	do.....	Eva S., m. b.....	2	.....
Do.....	do.....	Pippin, m. b.....	4	.....
Do.....	do.....	Theo, slp.....	4	.....
Do.....	Spectacle Island.....	Bell, m. b.....	3	.....
Do.....	Thompson's Island.....	Ella M., m. b.....	4	.....
Do.....	Lynn Harbor.....	_____, m. b.....	.....	.....
Do.....	Plum Island Point.....	_____, slp.....	.....	.....
Do.....	do.....	_____, skiff.....	.....	.....
Do.....	Off station.....	Off station.....	.....	.....
Do.....	Bellport (4).....	Off station.....	.....	.....
Do.....	Oak Island (4).....	do.....	2	.....
Do.....	do.....	do.....	1	.....
Do.....	Point of Woods (4).....	do.....	.....	.....
Do.....	Atlantic City (5).....	Grassy Bay.....	5	.....
Do.....	Mantoloking (5).....	On Bay.....	1	.....
Do.....	Mosquito Lagoon (8).....	In canal.....	2	.....
Do.....	Louisville (10).....	Grassy Bay.....	5	.....
Do.....	Duluth (11).....	On dam.....	1	.....
Do.....	do.....	Off station.....	4	.....
Do.....	Harbor Beach (11).....	do.....	3	.....
Do.....	Klipsan Beach (13).....	Ocean Park.....	.....	.....
Sept. 28.	Mackinac.....	St. Marys River.....	1	.....
Do.....	Portsmouth Harbor (1)	Off station.....	2	.....
Do.....	Chatham (2).....	do.....	.....	.....
Do.....	City Point (2).....	do.....	1	.....
Do.....	Newburyport (2).....	Merrimac River.....	3	.....
Do.....	Creeds Hill (7).....	Off station.....	2	.....
Do.....	Kenosha (12).....	do.....	.....	.....
Do.....	Baaddah Point (13).....	Express, m. b.....	.....	.....

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
Sept. 28-29.	Short Beach (4), Point Lookout (4)	Jones Inlet Bar	J. & C. Heinley, m. b.	41	Coal...	2	2	Mistook channel and grounded; hove afloat. Removed engine from wrecked boat. Went ashore in gale; hauled off undamaged.
Cape Elizabeth (1)	Richmonds Island	Rambler, m. b.				2	2	Do.
City Point (2)	Off station	_____, m. b.				1	1	Ashore in bayou; floated and anchored in safe berth.
do	do	Susie, m. b.						Recovered body of drowned man and attempted resuscitation.
do	do	do						Engine disabled; towed in for repairs.
Do.	Duluth (11)...	Kemps Point.	_____, m. b.			2	2	Furnished dry clothing and food to men from capsized boat.
Sept. 30	Mackinac...	Off station...	_____, rowboat			2	2	Engine disabled; landed persons from boat.
Do.	Point Allerton (2)...	do	_____, m. b.			6	6	Landed 3 seamen.
Do.	Rockaway Point (4)	do	Burt Barnes, sch.					Engine disabled; towed to shop for repairs.
Do.	Harbor Beach (11)	do	Ada, m. b.					Engine disabled; towed into river.
Oct. 1	Burnt Island (1)	do	_____, m. b.					Fought fire in burning house; failed to save building but saved automobile and garage.
Do.	Fourth Cliff (2)	do						Warned away from shore by Coston signal.
Do.	Bay Head (5)	Near station						Engine disabled; towed to safe anchorage.
Do.	False Cape (7)	Off station	Unknown str...			2	2	Parted mooring; towed to safe mooring.
Oct. 2	City Point (2)	Squaw Head...	_____, m. b.					Dragging; securely anchored.
Do.	do	Off station	Say, m. b.					Went adrift; towed to a safe mooring.
Do.	do	do	May C., slp.					Drifting unmanned through the fleet; towed to safe mooring.
Do.	do	do	Hummer, slp.					Pounding in surf; hauled up on beach.
Do.	do	do	Alice, m. b.					Drifted from mooring; towed to anchorage.
Do.	do	do	_____, rowboat					In surf unmanned; hauled up on beach.
Do.	North Scituate (2)	do	_____, slp.					Dory and seine in danger of being washed off the beach; hauled up to safe place.
Do.	Point Allerton (2)	do	3 dories.					Engine disabled; towed into harbor.
Do.	Straitsmouth (2)	do	_____, dory...					Stranded; planted anchor and ran hawser for tug.
Do.	Sandy Point (3)	do	_____, m. b.					Grounded; ran lines, released vessel, and piloted her to a dock.
Do.	Great Egg (5)	do	_____, bge.					Be calmed; towed to wharf.
Do.	Cape Lookout (7)	do	E. E. E. E., m. b.			8	8	Waterlogged and about to strand; took off crew put aboard by steamer that tried to save the vessel.
Do.	Harbor Beach (11)	In harbor	Rosabelle, sch...			7	7	Notified Lighthouse Service of misplaced buoy.
Do.	Charlevoix (12)	Off station	Graywood, str...			5	5	Umatilla Reef, Wash.
Do.	Baaddah Point (13)...	do	Ore and lumber...			5	5	Cape Disappointment (13).
Do.	Cape Disappointment	Off station						

Oct. 3.....	Mackinac.....		Chippewa County, Mich.		Assisted sheriff in arresting promoters and principals in prize fight.
Do.....	City Point (2).....		Kalitan, slp.....		Mast broken; towed to boat yard.
Do.....	Cuttlyhunk (2).....		Alice, m. b.....		Stranded; succored boatmen overnight and saved his engine and boat fittings.
Do.....	Newburyport (2).....		Pathfinder, m. b.....		Stranded; pulled into deep water.
Do.....	Barnegat (5).....		_____, m. b.....		Stranded; towed clear and to shelter.
Do.....	South Brigantine (5).....		Unknown str.....		Warned away from shore by Coston signal.
Do.....	Chester Shoal (8).....		Neptune, m. b.....		Batteries exhausted; boatman sheltered over- night; loaned new batteries and made re- pairs.
Oct. 4.....	Stone Harbor (5).....	Off station.....	Dorothy C., m. b.....		Stranded; floated on rise of tide and taken to safe anchorage.
Do.....	Bogue Inlet (7).....	do.....	_____, m. b.....	2	Engine disabled; repairs made.
Do.....	Sullivans Island (8).....	do.....	Mary L. B., s/p.....	3	Assisted in launching boat.
Do.....	Brazos (9).....	do.....	Martha J., m. b.....	3	Assisted vessel over breaking bar and into harbor at night and in gale.
Do.....	Duluth (11).....	do.....	Dragged morning; returned to berth.		Dragged morning; returned to berth.
Do.....	Middle Island (11).....	do.....	Warned away from beach by Coston signals.		Warned away from beach by Coston signals.
Do.....	Point Reyes (13).....	do.....	Warned away from breakers by Coston signal.		Adrift in gale and rough sea; taken ashore.
Oct. 5.....	Cape Elizabeth (1).....	do.....	Assisted to put engine in running order.		Assisted to put engine in running order.
Do.....	Cranberry Islands (1).....	do.....	Pulled off beach and taken to wharf.		Pulled off beach and taken to wharf.
Do.....	Sandy Point (3).....	Point Little.....	Warned off beach by firing gun.		Warned off beach by firing gun.
Do.....	Ashtabula (10).....	Off station.....	Stranded entering harbor; ran lines, took soundings, and transported persons be- tween vessel and shore.		Stranded entering harbor; ran lines, took soundings, and transported persons be- tween vessel and shore.
Do.....	Charlotte (10).....		Engine disabled; in danger of being blown out into lake; towed to place of safety.		Engine disabled; in danger of being blown out into lake; towed to place of safety.
Do.....	Harbor Beach (11).....		Adrift; picked up and restored to owner.		Adrift; picked up and restored to owner.
Do.....	Grays Harbor (13).....		Assisted in saving furniture and fixtures of burning hotel and protecting adjoining property.		Assisted in saving furniture and fixtures of burning hotel and protecting adjoining property.
Oct. 6.....	Davey.....		Watertagged and adrift and menace to ship- ping; towed to landing.		Watertagged and adrift and menace to ship- ping; towed to landing.
Do.....	City Point (2).....	Off station.....	Engine disabled; towed to wharf.		Engine disabled; towed to wharf.
Do.....	do.....	do.....	Leaking at mooring; towed to shipyard.		Leaking at mooring; towed to shipyard.
Do.....	Salisbury Beach (1).....	Near station.....	Helped care for sick horse and gave shelter to party detained by animal's illness.		Helped care for sick horse and gave shelter to party detained by animal's illness.
Do.....	Watch Hill (3).....	Off station.....	Lost rudder; towed 9 miles to destination.		Lost rudder; towed 9 miles to destination.
Do.....	Racine (12).....	Near station.....	Recovered body of drowned boy and at- tempted resuscitation.		Recovered body of drowned boy and at- tempted resuscitation.
Do.....	Point Adams (13).....		Adrift; engine disabled; towed to Astoria.		Adrift; engine disabled; towed to Astoria.
Oct. 7.....	Burnt Island (1).....	Clatsop Bay.....	Out of gasoline; supply loaned.		Out of gasoline; supply loaned.
Do.....	Shinnecock (4).....	Off station.....	Aground on shoal; pulled clear.		Aground on shoal; pulled clear.
Do.....	False Cape (7).....	Shinnecock Bay.....	Warned away from shore by Coston signal.		Warned away from shore by Coston signal.
Do.....	Charlotte (10).....	Off station.....	Unable to make headway in fresh breeze;		Unable to make headway in fresh breeze;
Oct. 7-8....	Plum Island (12).....	do.....	towed in... .		towed in... .
Oct. 8.....	City Point (2).....	Off station.....	Carried surgeon 8 miles in storm to attend sick woman.	1	Carried surgeon 8 miles in storm to attend sick woman.
		Noddle, catboat.....	Rudder broken; towed to boat yard.		Rudder broken; towed to boat yard.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succeeded.	Remarks.
Oct. 8.	Cape Henry (7)	Off station	Unknown str.					About to strand; warned off by Coston signals.
Do.	Airport (10)	Near station						Assisted in putting out fire on Government pier.
Do.	Grays Harbor (13)	Westport, Wash						Assisted in fighting fire in business section of Westport, and saving buildings and movable property.
Oct. 9.	Bellport (4)	Off station	—, rowboat					Adrift in bay; towed to landing.
Do.	Point Lookout (4)	Elder Island	Henrietta, m. b.	43	Coal	3		Mistook channel and grounded; towed clear.
Do.	Island Beach (5)	Off station	Unknown str.					Treated sick man at station.
Do.	Cape Henry (7)	do.						Dangerously near point of cape; warned away by Coston signal.
Do.	Core Bank (7)	Core Sound	—, m. b.			1		Engine disabled; towed into harbor.
Do.	Fairport (10)	Grand River	Xqqme, m. b.			1		Assisted in extinguishing fire on pier.
Do.	Jackson Park (12)	Off station	—, canoe			2		Drifted ashore; floated and towed in.
Oct. 6-10.	Harbor Beach (11)	do.						2 hunters detained on beach by stormy weather; food and shelter furnished.
Oct. 10.	Arcata	Point Wilson, Wash	Calchas, str	7,200	Canned salmon	66		Stranded; ran kedge and rendered other assistance; put guard on board to prevent smuggling of opium known to be in cargo.
Do.	Damiscover Island (1)	Hypocrites Ledges	—, m. b.			1		Ashore with rudder gone and propeller damaged; pulled afloat and taken into Boothbay Harbor.
Do.	Manomet Point (2)	Off station	—, dory			2		Unable to hoist anchor; assisted and towed in.
Do.	Newburyport (2)	Newburyport Bar	Pathfinder, m. b			8		Engine disabled; towed in.
Do.	do.	Plum Island Point	—, m. b.					Stranded; planted anchor to float launch on rising tide.
Do.	Point of Woods (4)	Off station	—, m. b.			2		Repaired disabled engine.
Do.	Atlantic City (5)	Little Egg (5)	—, sailboat			2		Transported fish-pound inspector on round of duty.
Do.	Michigan City (12)	Off station	Suzanne, m. b.			2		Drifting out into lake; towed to harbor.
Oct. 9-11.	Barnegat (5)	do.				2		Damaged shaft; assisted in landing boat and launching after repairs were made.
Do.	Eagle Harbor (11)	Point Isabel	James B. Neilson, str	2,234	Coal	23		Stranded on reef; stood by vessel 3 days, taking crew off by boat twice in gale and heavy sea while waiting for wrecking tug; station crew traveled over 100 miles on this occasion of service.
Oct. 10-11.	Acushnet	Nantucket Sound	Ontario, str	3,099	Miscellaneous	116		Engine disabled; 66 passengers transferred to another steamer.

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Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.	Barnegat (5).	Off station.	—, m. b.	Fish nets.	2			Engine disabled; assisted into inner harbor where repairs could be made.
Oct. 15....	Squan Beach (5)	do	—, m. b.			1		Engine disabled; took man off and brought him ashore through heavy surf; boat saved by other parties.
Do....	Marblehead (10)	do	Luanna, m. b.			4		Engine disabled; towed to dock.
Do....	Tawas (11)	Tawas Bay	Buffalo, m. b.	Fish.	4			Out of gasoline; towed in.
Do....	Vermilion (11)	Off station.	S. H. Robbins, str.	Iron ore.	24			Stranded; sent call for tug and ran lines and stood by.
Do....	Cape Disappointment (13).	Off Clapsop Spit	—, m. b.	5 4,909	Fish.	4		Engine disabled and adrift; picked up and towed until engine could be started.
Oct. 12-16.	Jones Beach (4)	Porpoise Bar	Lottie, s/p.			1		Grounded; floated after extensive repairs.
Oct. 15-16.	Charlevoix (12)	Off station.	Tramp, m. b.			3		Stranded; towed clear and taken into harbor.
Oct. 16.	South Brigantine (5)	do	Little Eddie, m. b.			1		Engine disabled; towed in.
Oct. 17....	Mackinac	St. Mary's River						Transported officer from lighthouse tender on inspection tour.
Do....	Hanniwells Beach (1)	Salter Island Reef	Hattie & Eliza, m. b.	11		3		Struck reef and disabled engine; towed to anchorage in Sagadahoc Bay.
Do....	Newburyport (2)	Off station.	—, m. b.			3		Engine working badly; towed into safe water.
Do....	Blue Point (4)	do	—, m. b.			4		Engine disabled; towed into Patchogue River.
Do....	Little Egg (5), Bonds (5).	Goose Bar	Maria, s/p.	6		2		Stranded; hauled off on rising tide.
Do....	Monmouth Beach (5).	Near station						Assisted in getting to hospital woman injured in an automobile accident.
Do....	Assateague Beach (5).	At station						Administered medicine to man who came to station sick.
Do....	Niagara (10)	Niagara River				6		Engine disabled and drifting into lake; towed to safe place.
Do....	Surgeon Point (11)	Off station	Unknown str.					Warned away from danger by code signal.
Do....	Nome (13)	do	Challenge, m. b.	39				Carried crew out through surf and put them aboard.
Do....	do	do	—, rowboat			1		Capsized; assisted boatman occupant out of water and recovered boat.
Oct. 18....	Oak Island (7)	do	Unknown Br. str.					Warned by code signal JD. of danger of stranding.
Do....	Marblehead (10)	do	Osseo, m. b.			3		Out of fuel; towed in.
Do....	do	Kelley's Island	A. W. Colton, str.	92		8		Stranded; ran line for tug that pulled steamer off.
Do....	Tawas (11)	Tawas Bay	Hulda, m. b.	16	Fish and salt	2		Grounded in harbor; assisted in pulling boat clear.
Oct. 19....	Squan Beach (5)	Off station	—, m. b.			4		Stranded; floated and taken to safe place.

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Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
Oct. 24....	Salisbury Beach (2)....	Off station.....	Unknown str. (and barge). _____, sch.....					At request of owners, reported vessels so that tug could be sent to them.
Do.....	Brentons Point (3)....		Chester, m. b.....			1		In response to signal on schooner, sent call for tug to assist her.
Do.....	Jones Beach (4)....	do.....	Unknown vessel					Engine disabled; towed into port.
Do.....	Cobb Island (6)....	do.....	Unknown str					Warned away from shore by Coston signal.
Do.....	Hog Island (6)....	do.....	Bonny, skiff.....					Do.
Do.....	Harbor Beach (11)....	do.....	_____, skiff.....					Adrift; picked up and towed to station.
Do.....	do.....	do.....						Do.
Do.....	South Manitou Island (12)....							Checked forest fire and thereby saved a number of buildings.
Do.....	Fort Point (13)....	Anita Rock.....	Queen, s/p.....			7		Struck on Anita Rock; pulled off and towed to harbor; other boats assisting.
Oct. 25....	Portsmouth Harbor (1)....	Off station.....	_____, m. b.....			1		Furnished sailing directions.
Do.....	Isle of Wight (6)....	do.....	Unknown str.....					Warned off beach by Coston signal.
Do.....	Erie (10)....	do.....	_____, m. b.....			2		Batteries exhausted; towed ashore.
Oct. 26....	Hartley.....	Black Point.....						Pile removed from path of navigation and beached.
Do.....	Chadwick (5)....	Off station.....	_____, rowboat.....			1		Found gun lost overboard when hunter's boat capsized.
Do.....	Bogue Inlet (7)....	do.....	Evangeline, m. b.....			2		Aground; pulled afloat.
Do.....	Chester Shoal (8)....	do.....	Colorado, str.....	2,764	Cotton.....		1	Furnished food and shelter to man with horse and wagon, who had lost his way.
Do.....	Sullivans Island (8)....	Off Cape Romain.....				27		Cargo on fire and vessel in tow of tugs; accompanied steamer to Charleston and helped get fire under control.
Do.....	Cape Disappointment (13), Point Adams (13)....	Clatsop Beach.....	Judith, Peruv. bkn.....	498	Lumber.....	12		Waterlogged and about to go on beach; sent message for a tug, which appeared in time to save vessel.
Oct. 28....	Golden Gate.....	Fishermans Cove.....						Removed dangerous obstruction from entrance to cove.
Do.....	GloUCESTER (2)....	GloUCESTER Harbor.....	Mohawk, yawl.....	14		1		Assisted in putting out fire; vessel totally destroyed.
Do.....	Two Mile Beach (5)....	Sewells Point.....	_____, derrick scow.....	375	Stone.....	1		Leaking and lacking water necessary to keep steam pumps working; called tug to assistance of vessel.
Do.....	Cape Henry (7)....	Off station.....	Unknown str.....					Warned away from beach by Coston signal.
Do.....	Southside (13)....	do.....						Extricated automobile from sand.
Do.....	do.....							Extinguished woods fire.
Oct. 28-29....	Island Beach (5)....	Off station.....						Lodged fish pond inspector overnight.
Oct. 29....	Kill Devil Hills (7)....							Assisted in rescuing from surf 1 of 2 men whose boat had capsized.

Do.....	Harbor Beach (11).....	do	Adrift; recovered and turned over to owner.
Do.....	Point Reyes (13).....	do	Warned away from shore by Coston signal.
Do.....	Umpqua River (13).....	do	Transferred 8 passengers from disabled automobile stage to steamer en route to Gardiner, Oreg.
Oct. 30....	New Shoreham (3).....	New harbor.....	Stranded; pulled off on rise of tide and taken to safe anchorage.
Do.....	Short Beach (4).....	Jones Inlet.....	Leaking and on beam ends; crew rescued by fishermen; reported vessel's condition to district superintendent.
Do.....	Ocean City (5).....	Off station.....	Warned away from shore by Coston signal.
Do.....	Cape Henry (7).....	do	Do.
Do.....	Southside (13).....	do	Two horses and wagon caught in surf; horses knocked down by seas; animals and vehicle brought safely ashore.
Oct. 31....	Ocean City (5).....	do	Warned away from beach by Coston signal.
Do.....	Parramore Beach (6).....	Unknown str.....	Transported sick man by automobile and boat to Chincoteague, Va.
Do.....	Metomkin Inlet (6).....	Unknown str.....	Warned away from shoals by code signal JD.
Do.....	Wallops Beach (6).....	Unknown str.....	Engine disabled; furnished new batteries, helped make repairs, and sheltered boat-man overnight.
Do.....	Wash Woods (7).....	Neptune, m. b.....	Unable to return ashore; picked up and towed to boathouse.
Do.....	Chester Shoal (8).....	do	3 men marooned on breakwater; taken off and landed at dock.
Do.....	Cleveland (10).....	2 rowboats.....	Held fire in building in check until arrival of fire company, thereby protecting adjacent building.
Do.....	do.....	Off station.....	Ran ashore in heavy squall; towed off sands at high tide and returned to owner.
Do.....	Muskegon (12).....	do	Brought in from lightship 2 exhausted fishermen and their boat.
Do.....	Cape Disappointment (13).....	Sand Island.....	Drifting on sea wall; towed clear.
Do.....	Point Adams (13).....	Off station.....	Stranded; floated and towed into safe water.
Nov. 1.....	Guide.....	Mary, m. b.....	Engine disabled; owners notified.
Do.....	Atlantic City (5).....	Thos. P. Jones, m. b.....	Drifted ashore and in danger of destruction at rise of tide; hauled up on beach clear of breakers.
Do.....	Corson Inlet (5).....	Emilia, m. b.....	Assisted in extinguishing fire at Country Club
Do.....	Assateague Beach (6).....	Ruth, dory.....	Discovered dangerously near shore; warned off by Coston signal.
Do.....	Mackinac.....	Sault Ste. Marie.....	Warned off beach by signal of patrol.
Do.....	Parramore Beach (6).....	Cheesewreck Shoal.....	Caught in heavy squall while setting nets; picked up and towed ashore.
Do.....	Cape Henry (7).....	Off station.....	Picked up in surf and towed, with occupants safely ashore.
Do.....	Duluth (11).....	do	Located and assisted in floating stranded vessel.
Nov. 1-2....	Manistee (12).....	No. 114, skiff.....	4
Do.....	Gloucester (2).....	Juno, sch.....	14

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
Nov. 2.	Cross Island (1)		White Horse Beach Off station	—, m. b.		3	3	Transported sick man to mainland for medical treatment.
Do.	Manomet Point (2)					2	2	Landed master of disabled boat.
Do.	Plum Island (2)					2	2	Assisted hunters in obtaining transportation out of marsh.
Do.	Rockaway Point (4)	do	Onward, m. b.			2	2	Engine disabled; took off occupants and anchored boat.
Do.	Atlantic City (5)	Off station	Yankee Boy II, m. b.	1				Transmitted information regarding steamer.
Do.	Sandy Hook (5)		—, str.					Assisted from dangerous position.
Do.	South Brigantine (5)							Warned off beach with signal light.
Do.	Point Adams (13)							Sent message to towboat for inward bound vessel.
Nov. 3.	Penrose	Pensacola Bay	—, m. b.					Removed timber from track of navigation.
Do.	City Point (2)	Off station	Florence C., m. b.	3		3	3	Engine disabled; towed to anchorage.
Do.	Straitsmouth (2)	do				1	1	Mooring provided to prevent boat going ashore.
Do.	Bellport (4)	do	—, sch.					Warned away from beach by Coston signal.
Do.	Island Beach (5)	On bay shore	Margaret, m. b.	1		1	1	Stranded; anchor run and vessel floated.
Do.	Ocean City (5)	Off station	—, str.					Standing into danger; warned off by Coston light.
Do.	do	do	Ocean Spray, m. b.	4		4	4	Stranded in inlet; floated.
Do.	Wallops Beach (6)	do	Ethel Davis, m. b.	3		3	3	Engine disabled but sails available; landed 1 man.
Do.	Plum Island (12)	Jackson Harbor	James H. Hall, m. b.	100		3	3	Stranded; transported hawser to vessel and assisted to pump her out.
Nov. 4.	Zachs Inlet (4)	Off station	Alva, m. b.			1	1	Aground, wet magneto; loaned magneto, and boatman went on way.
Do.	Bellport (4)	do	Lupton, s/p			1	1	Capsized and sunk; assisted in raising and bailing out.
Do.	Atlantic City (5), Great Egg (5).		Laurel, buoy tender	12				Transported War Department official on inspection trip.
Do.	Hog Island (6), Core Bank (7).	Off station	3 unknown str.					Piloted inside inlet.
Do.	Wash Woods (7)	do	—, str.					Standing dangerously near beach; warned off by Coston signals.
Do.	Grand Marais (11)	do	Gloriana, m. b.	5		5	5	Standing on shoal; warned off by urgent code signal.
Nov. 4-5	Hereford Inlet (5)							Fuel exhausted; towed to a wharf.
Nov. 5	Brant Rock (2)	Off station	—, dory					Transported Government inspector on trip.
Do.	Gurnet (2)	Duxbury Bay	Flora, m. b.	1		1	1	Hauled up on beach out of reach of sea.
Do.	Sabine Pass (9)	Off station	—, bge					Towed to boat yard for repairs.
								Towed into Texas Bayou.

Do.....	Louisville (10).....	do.....	—, skiff.....	
Do.....	Tawas (11).....	do.....	Homer Warren, str.....	281
Do.....	Baaddah Point (13).....	Ozette.....	Dynamite Kidd III, m. b.	
Nov. 5-6.....	Mackinac.....	Duxbury Beach.....	Dorothy H., sch.....	
Nov. 6.....	Brant Rock (2).....	Off station.....	2 floats.....	
Do.....	City Point (2) Bonds (5), Little Egg (5). Little Kinnakeet (7)	do.....	—, m. b.....	2
Do.....	Duluth (11) Harbor Beach (11)	do.....	—, m. b.....	2
Do.....	White River (12).....	Off station.....	Lester R., m. b.....	1
Nov. 6-7.....	Brant Rock (2).....	do.....	Off station.....	
Nov. 7.....	Mackinac.....	St. Marys River.....	Olive C., m. b.....	
Do.....	Miami.....	Key West.....	—, rowboat.....	
Do.....	Cuttjhunk (2).....	Off station.....	Motano, str.....	2,730
Do.....	Manomet Point (2).....	do.....	Roy, catboat.....	31
Do.....	Blue Point (4).....	Great South Beach.....	—, yawl.....	6
Do.....	Two Mile Beach (5).....	Off station.....	Trio, small boat.....	
Do.....	Big Kinnakeet (7).....	do.....	—, m. b.....	2
Do.....	Bogue Inlet (7).....	do.....	Sabra, m. b.....	2
Do.....	Cape Henlopen (6).....	do.....	—, skiff.....	6
Do.....	Mosquito Lagoon (8).....	do.....	Seminole, m. b.....	2
Do.....	Umpqua River (13).....	North Spit,.....	Eva, str.....	10
Nov. 8.....	Erie (10).....	Off station.....	—, yawl.....	
Do.....	Hunniwell Beach (1).....	do.....	—, rowboat.....	
Do.....	Cuttjhunk (2).....	do.....	—, rowboat.....	
Do.....	Straits mouth (2), Gloucester (2)	do.....	—, str.....	
Do.....	Peaked Hills Bars (2)	do.....	m. b.....	
Do.....	Harbor Beach (11).....	Off station.....	Wm. P. Snyder, jr., str.	6,650
Nov. 9.....	Morrill.....	St. Clair Flats Canal ..	Wheat.....	33
Do.....	City Point (2).....	Off station.....	—, 2 rafts.....	2
Do.....	Assateague Beach (5)	Off station.....	—, m. b.....	3
Do.....	Metomkin Inlet (6).....	Off station.....	—, m. b.....	

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.	Tillamook Bay (13)....	Off station.....	.....	.....	.....	.....	.....	Assisted in saving shore property from damage by the sea.
Nov. 10.	Cedar Creek (5)	do	_____, m. b.	2	2	2	2	Stranded; assisted in floating.
Do	Cape Henry (7)	do	2 unknown str's	6	6	6	6	Warned off beach by Coston signal.
Do	Galveston (9)	Pelican Spit.....	Zelda, m. b.	3	3	3	3	Engine failed and boat stranded; hauled off.
Do	Middle Island (11)	Off station.....	Searchlight, m. b.	.....	.....	.....	Supplied equipment for disabled boat.	
Do	Point Adams (13)....	15 miles southwest of station.	_____, sailing vessel.....	.....	.....	.....	Transmitted message signaled from vessel offshore desiring tug.	
Nov. 11.	Muskeget (2)....	Off station.....	Talmineh, sailboat.....	.....	.....	1	1	In danger of going on riprap; towed into harbor.
Do	Short Beach (4), Point Lookout (4).	Jones Inlet.....	Holly, m. b.....	.....	.....	4	4	Grounded; assisted in floating.
Do	Lone Hill (4)....	Off station.....	Unknown str.....	.....	.....	16	16	Dangerously near beach; warned off by Coston signal.
Nov. 12....	Portsmouth Harbor.	do	George Crick, str.....	398	.....	2	2	Carried message from owners to passing steamer.
Do	City Point (2)....	do	_____ raft	.....	.....	5	5	Towed to winter quarters.
Do	Point Allerton (2)	do	Lt. Wm. F. Schenck, str.	38	.....	.....	.....	Stranded; floated and proceeded.
Do	Salisbury Beach (2)....	do	_____	.....	.....	.....	.....	About to run on rocks; warned away by Coston signal.
Do	Fire Island (4)....	do	....., m. b.	.....	.....	.....	.....	Fed and lodged 3 men attached to Fire Island Lightship.
Do	Hereford Inlet (5)....	do	.....	.....	.....	1	1	Stranded; ran anchor; when vessel floated towed in to wharf.
Do	Cape Henry (7)....	do	_____ Br. vessel	.....	.....	3	3	Warned away from shore by code signal.
Do	Fort Macon (7)....	do	Mamie, m. b.	.....	.....	2	2	Engine disabled; repairs made.
Do	Duluth (11)....	In canal.....	_____ m. b.	.....	.....	3	3	Engine disabled; towed to wharf.
Do	Jackson Park (12)....	Off station.....	Valkyria, sloop.....	.....	.....	.....	Aground; pulled off and towed into deep water.	
Nov. 13....	Isles of Shoals (1)	do	.....	.....	.....	5	5	Damaged in squall; called tug.
Do	Manomet Point (2)....	do	.....	.....	.....	.....	Warned off beach by Coston signal.	
Do	Orleans (2)....	Packet Island.....	.....	.....	.....	.....	Fought and extinguished grass fire threatening buildings.	
Do	Barnegat (5), Loveladies Island (5).	Little Island....	.....	.....	.....	.....	Located submerged pound poles by sweeping, at request of Fish Commission.	
Do	False Cape (7), Little Island (7).	Near station....	.....	.....	.....	.....	Assisted in saving furniture from burning clubhouse.	
Do	Sullivans Island (8)....	Off station....	.....	.....	.....	.....	Assisted in saving cottages from fire.	
Do	Galveston (9)....	Matagorda, dredge.....	.....	.....	.....	.....	Recovered body of man drowned by falling off dredge.	

Do.....	Harbor Beach (11).	do.....	Hattie Hutt, Br. str.....	
Do.....	Jackson Park (12).....	do.....	Seminole, slp.....	5
Do.....	do.....	do.....	Thelma, slp.....	6
Do.....	do.....	do.....	Edith, slp.....	5
Do.....	Two Rivers (12).....	do.....	Isolda Bock, sch.....	4
Do.....	do.....	do.....	Corinthia, m. b.....	2
Nov. 14	Davey.....	do.....	_____, m. b.....	7
Do.....	Velasco (9).....	Algers, La.....	_____, m. b.....	1
Do.....	Ashtabula (10).....	Brazos River.....	_____, m. b.....	3
Do.....	Duluth (11).....	Off station.....	William J., m. b.....	1
Do.....	Beaver Island (12).....	do.....		
Do.....	Racine (12).....	do.....		
Do.....	Southside (13).....	do.....		
Do.....	do.....	do.....		
Nov. 15	Peaked Hill Bars (2)	do.....	_____, str.....	1
Do.....	Point of Woods (4).....	do.....	_____, m. b.....	1
Do.....	Abscon (5).....			
Do.....	Indian River Inlet (8).....			
Do.....	Aransas (9).....	Aransas Bay.....		1
Do.....	Arcata.....	Puget Sound.....		
Do.....	Humboldt Bay (13).....	Middle Ground.....		
Nov. 16	Short Beach (4).....	Jones Inlet.....	Alert, m. b.....	2
Do.....	Cuttlyhunk (2).....	Off station.....	_____, fish ear.....	17
Do.....	Chadwick (5).....			
Do.....	North Manitou Island (12).....	Off station.....		
Do.....	Southside (13).....	do.....		
Do.....	Yaqquina Bay (13).....	do.....		
Do.....	Isle of Shoals (1).....			
Do.....	Blue Point (4).....	Great South Bay.....		
Do.....	Portage (11).....	Off station.....		
Do.....	Kewaunee (12).....	do.....		
Nov. 18	Cranberry Islands (1).....	do.....		
Do.....	Gilberts Bar (8).....	Off station.....		
Do.....	South Manitou Island (12).....	J. S. Crouse, str.....	82	7
		Coal and nets.....		

1 Brought injured seaman ashore and sum-
moned doctor.
Grounded; towed clear and taken into harbor.
Grounded on bar; towed into deep water.
Do.
Recovered lost anchor.
Stranded; towing operations performed.
Engine disabled; towed into harbor.
Engine disabled and boat drifting on break-
water; towed to a slip.
Engine disabled; towed to a dock.
Stranded; ran line for a tug that pulled boat
off.
Discovered and turned in alarm for fire in
buildings at Racine.
Extinguished grass fire.
Stolen clothing recovered and turned over to
owner.
Warned off beach by Coston signal.
Engine disabled; assisted in making repairs.
Assisted police in apprehending thieves.
Transported Army engineers on inspection
trip.
Boat recovered and turned over to owner.
Removed raft of logs from channel and
beached it.
Stranded; floated and scnt on way.
Stranded; ran out anchor; floated on rising
tide.
Went adrift and stranded; floated and most
of cargo saved.
Extinguished grass fire that threatened
near-by buildings.
Engine disabled and boat hanging on to
lightship; towed 10 miles to Leland, Mich.
Woman knocked down by surf; furnished
clothing and food.
Assisted in hauling boat up on beach.
Transported to doctor on mainland man seri-
ously ill.
Aground; floated by use of anchor and sails.
Assisted light keeper in removing gas tank
from breakwater and towing it ashore.
Assisted in rigging up vessel's wireless gear;
surfman shinned up mast; nobody on
steamer able to do it.
Stranded; assisted in floating.
Propeller damaged by fouling fish nets;
assisted in making repairs.
Helped put on deck houses and lifting ma-
chine.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
Nov. 19.	Scout	Admiralty Inlet						Removed large crib from path of commerce.
Do.	do.	Richmond Beach						Removed a large dolphin, consisting of 19 piles, from path of vessels in harbor.
Do.	Hampton Beach (1)	Off station	—, dory					Saved from destruction in rising tide and heavy surf.
Do.	Hunniwells Beach (1)	do	Playmate, m. b.					Parted mooring and sank; assisted in pulling into shallow water and mending leaks.
Do.	Brant Rock (2)	Ocean Bluff Beach	—, dory					Assisted in hauling boat out of reach of surf.
Do.	Nahant (2)	Galloupes Point	H. S. M., Br. sch.	153	Lumber	6	6	Assisted ship's crew.
Do.	Salisbury Beach (2)							Picked up and returned to owner some large timbers that had broken loose from raft.
Do.	Island Beach (5)	Off station	2 fish boats					At owner's request put private house in condition to withstand storm.
Do.	Mantoloking (5)		—, m. b.					Hauled up on beach out of reach of tide.
Do.	Peacks Beach (5)							Picked up and towed to safe place.
Do.	Cape Lookout (7)	Off station	—, skiff					Patrolman extinguished small fire started by explosion of lantern.
Do.	Oregon Inlet (7)	Pamlico Sound	—, skiff			2	2	2 men who had suffered a capsiz taken to station and given food, clothing, and shelter.
Do.	Harbor Beach (11)	Off station	Wm. L. Brown, str.	4,998		2	2	Stranded in gale; conveyed to place of safety.
Do.	Vermilion (11)	do	Unknown str.			25	25	Stranded; ran lines and furnished master weather report.
Do.	Jackson Park (12)	do	Roy, m. b.			*		Dangerously near shore in snowstorm at night; warned off by Coston signal.
Do.	Milwaukee (12)	Harbor of Refuge						Drifted on beach; baled out and hauled off.
Nov. 20.	Isles of Shoals (1)	Off station						Dragged for and recovered body of drowned man.
Do.	Maddaket (2)	Broad Creek	—, m. b.					Assisted fisherman in saving his fish and lobsters.
Do.	Sandy Point (3)	Off station						Parted moorings and went adrift; picked up and taken to safety.
Do.	Oak Island (4)	do						Assisted lineman in making repairs to telegraph wire.
Do.	Short Beach (4)	At station						Hauled up on beach beyond surf.
Do.	Indian River Inlet (6)							Towed to Green port; man had gone clamming and was unable to return against wind.
Do.	Cafferys Inlet (7)	Off station	—, dory					Took sick man from fishing vessel and carried him by team 7½ miles to his home.
Do.	Fort Lauderdale (8)	do	Annie, sch	17		8		Drifted to sea; put fishermen on board.
								Assisted in floating vessel.

Do.....	Cleveland (10).....	Off station.....	Rob Roy, Br. bge.....	344	Coal.....	4	
Do.....	Erie (10).....	do.....	Edward P. Recor, str..	368		8	
Do.....	Marblehead (10).....						
Do.....	Thunder Bay Island (11).	Inner harbor.....	Evelene, m. b.....				
Do.....	Ludington (12).....	Off station.....	_____ , rowboat.....				
Do.....	South Haven (12).....	do.....	_____ , m. b.....				
Nov. 20-21..	Hampton Beach (1).....		_____ , sailboat.....				
Nov. 21..	City Point (2).....	Dorchester Bay.....	_____ , str.....				
Do.....	Monomoy Point (2).....	Off station.....	_____ , m. b.....				
Do.....	Bodie Island (7).....	do.....	_____ , m. b.....				
Do.....	Ocracoke (7).....	Ocracoke Island.....	_____ , m. b.....				
Do.....	Erie (10).....	Misery Bay.....	_____ , m. b.....				
Do.....	Charlevoix (11).....	In harbor.....	Sumac, lighthouse tender.....	618		27	
Do.....	Jackson Park (12).....	Off station.....	Lucile, m. b.....			2	
Do.....	Kenosha (12).....	do.....	_____ , skiff.....				
Do.....	South Haven (12).....	do.....	_____ , rowboat.....				
Do.....	Monomoy Point (2).....	do.....	_____ , catboat.....				
Do.....	Race Point (2).....	do.....	_____ , sch.....				
Do.....	Lewes (6).....	35 miles from station.....	Cassie, bge.....	948		6	
Do.....	Wachapreague (6).....	Off station.....	Joe Wheeler, m. b.....			2	
Do.....	Mosquito Lagoon (8).....	do.....	Vanity, m. b.....			2	
Do.....	Galveston (9).....	South jetty.....	Elmo, sch.....	44		10	
Do.....	Harbor Beach (11).....	Outside harbor.....	Gettysburg, str.....				
Nov. 23..	Burnt Island (1).....	Off station.....	_____ , m. b.....			1	
Do.....	Cranberry Islands (1)	do.....	Emerson F., m. b.....			2	
Do.....	Oak Island (4).....	Muncie Channel.....	Janet, m. b.....			2	
Do.....	Coquille River (13).....	Off station.....	_____ , skiff.....				
Do.....	Willapa Bay (13).....	Off station.....	St. Joseph, It. bk.....	1,018		15	
Nov. 24..	Atlantic City (5).....	Off station.....	_____ , bateau.....				
Do.....	Sea Isle City (5).....	do.....	Abbie L. Andrews, sch.....	278	Coal.....	6	
Do.....	Oswego (10).....	do.....	Towed out of harbor, not tug being available.				

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Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
Nov. 24 . . .	Old Chicago (12) . . .	Off station	—, lighter . . .		Stone	2		
Nov. 25 . . .	Stone Harbor (5) . . .	do	Mary E. Oly's, sch. . .	224	Coal	5		
Nov. 26 . . .	Portsmouth Harbor (1)	do	—, skiff . . .					
Do . . .	Cuttlyhunk (2)	do	—, str . . .					
Do . . .	Fort Lauderdale (8) . . .	do						
Do . . .	Baadah Point (13) . . .	do	—, m. b . . .					
Nov. 23-27 . . .	Tillamook Bay (13) . . .							
Nov. 27 . . .	Charlevoix (12) . . .	In harbor . . .	James Mowatt, bge. . .	523	Lumber . . .	5		
Do . . .	Salisbury Beach (2) . . .							
Do . . .	Velasco (9) . . .	Off station . . .	—, bge . . .					
Nov. 26-28 . . .	Old Chicago (12) . . .							
Nov. 27-28 . . .	Jackson Park (12) . . .	Off station . . .	—, catboat . . .			2	2	
Nov. 28 . . .	Forked River (5) . . .					1		
Do . . .	Bogue Inlet (7) . . .	do . . .	Grayling, m. b . . .					
Do . . .	do . . .	Station dock . . .	Pilliken, m. b . . .					
Do . . .	Sheboygan (12)							
Do . . .	Surfside (2) . . .	Off station . . .	2 dories . . .					
Nov. 29 . . .	Lewes (6) . . .		Alex. Gibson, sch.bge.	2,154	Coal . . .	4		
Do . . .	Saluria (9) . . .	Off station . . .	Pioneer, m. b . . .	214	Cotton . . .	6	6	
Do . . .	Baileys Harbor (12) . . .	do . . .	Alma, m. b . . .			2		
Do . . .	South Chicago (12) . . .	do . . .	—, scow . . .					
Do . . .	Cape Disappointment (13), Gurnet (2) . . .							
Nov. 30 . . .	Plymouth Bay . . .					1		
Do . . .	Surfside (2) . . .							

Do.....	Point Lookout (4).....	Off station.....	Kanina, m. b.....	3	Ran ashore on leaving dock; hauled off and piloted into channel.
Do.....	Bogue Inlet (7).....		—, rowboat.....	3	Assisted in protecting a sawmill and dwelling in danger of catching fire from burning house.
Do.....	Cleveland (10).....	East Basin.....	Albert, m. b.....	34	Picked up and delivered to owner.
Do.....	Snohomish.....	Quillayute River, Wash.	Rob Roy, m. b.....	2	Stranded; loaned wrecking gear and ran out kedges which enabled vessel to float.
Dec. 1.....	Oak Island (4).....	Off station.....			Assisted in making repairs to propeller.
Do.....	Chicamacomico (7).....	Rodanthe, N. C.....			Extinguished fire in public-school building.
Do.....	Cape Henlopen (6).....				Carried 6 miles to a doctor, boy with piece of green cedar stuck in his throat; obstruction removed.
Do.....	Erie (10).....	Presque Isle.....			Secured doctor to attend lighthouse keeper's wife ill of appendicitis; carried woman on stretcher 2 miles through deep snow, then took her by boat to hospital, where operation was performed.
Do.....	South Manitou Island (12).....	Off station.....	Swallow, m. b.....	9	Hauled up on beach to avoid damage by ice.
Dec. 2.....	Maddaket (2).....	Off shore.....			Delivered message containing notice of brother's death to man living half a mile from station.
Do.....	Poynters Hill (7).....	Near station.....	—, m. b.....	3	Assisted in towing ashore wreckage from a raft blown up by Coast Guard cutter Onondaga.
Do.....	Fort Lauderdale (8).....	Off station.....	2 unknown vessels.....	3	Engine disabled; cared for occupants (man, woman, and child) overnight.
Do.....	Klipsan Beach (13).....	Off station.....			Dangerously near shore in thick weather; warned away by Coston signal.
Dec. 3.....	Muskeget (2).....				Assisted agent of U. S. Biological Survey in capturing specimens of wild birds.
Do.....	Baileys Harbor (12).....	Off station.....	Pathfinder, m. b.....	13	Leaking; hauled out and seams calked.
Do.....	Humboldt Bay (13).....	Fields landing channel.....	—, m. b.....	1	Engine of lighthouse launch working poorly; stood by launch while light keeper trimmed lamp on breakwater.
Dec. 4.....	Gurnet (2).....	Cape Cod Bay.....	Antares, Nor. str.....	2	Put pilot on board vessel.
Do.....	Sandy Point (3).....	Off station.....	—, m. b.....	1	Drifting toward bar; occupants unfamiliar with engine; boarded launch, set engine going, and accompanied boat to shore.
Do.....	Cold Spring (5).....	do.....	—, skiff.....		Boatman unable to proceed on account of rough weather; sheltered overnight.
Do.....	Hereford Inlet (5).....	do.....	Alex Gibson, sch.....	2,154	Put man on vessel and took soundings.
Do.....	Portage (11).....	do.....	L. L. Bath, str.....	683	Informed master as to ice conditions, enabling vessel to enter canal.
Do.....	Fort Point (13).....	do.....	4 open boats.....	14	Adrift near Engineer's wharf; picked up and moored.
Do.....	Grays Harbor (13).....	North Spit.....	Edward R. West, sch.....	835	Anchored in dangerous position; gave warning and sent for tug, which arrived just in time to take vessel into harbor before gale broke.
Do.....	do.....	do.....	S. N. Castle, bkn.....	514	Do.
				11	

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
Dec. 5.....	Salisbury Beach (2).....	Near station.....	.....	.....	.....	.....	.....	Nailed up 2 summer cottages which had been broken into and notified owners and police. Dangerously near shoals, warned off by code signal J.D.
Do.....	Creeds Hill (7).....	Off station.....	Unknown str.....	.....	.....	.....	.....	.....
Do.....	New Inlet (7).....	do.....	Nautilus, m. b.....	4	.....	.....	.....	.....
Do.....	Santa Rosa (9).....	Swash Channel.....	.....	.....	.....	.....	.....	.....
Dec. 5-6.....	Nags Head (7).....	Roanoke Sound.....	Atlantic, sch.....	14	Forage.....	5	.....	Supplied vessel with fresh water. Dangerously near shoals; warned off by code signal J.D.
Dec. 6.....	False Cape (7).....	Pebble Shoals.....	Unknown str.....	.....	.....	.....	.....	.....
Do.....	Wash Woods (7).....	Off station.....	do.....	.....	.....	.....	.....	.....
Do.....	Penney's Hill (7).....	do.....	do.....	.....	.....	.....	.....	.....
Do.....	Bogue Inlet (7).....	do.....	do.....	.....	.....	.....	.....	Lodged 7 fishermen overnight. Off course; dangerously near beach; warned off by Coston signal.
Do.....	Erie (10).....	do.....	do.....	.....	.....	.....	.....	.....
Do.....	Lorain (10).....	Near station.....	—, skiff.....	.....	.....	.....	.....	Swamped near dock; righted and recovered fish nets; took to station ship and made temporary repairs.
Do.....	Portage (11).....	Off station.....	Marigold, lighthouse tender.....	454	.....	24	.....	Assisted in finding and raising steel light tower that had fallen into water when breakwater was wrecked Nov. 20.
Do.....	Southside (13).....	South Channel.....	National City, str.....	310	.....	10	.....	.....
Dec. 7.....	White Head (1).....	.....	.....	.....	.....	.....	.....	.....
Do.....	Gurnet (2).....	Duxbury Beach.....	—, canoe.....	.....	.....	7	.....	At request of widow transported body of husband to mainland for burial.
Do.....	Bogue Inlet (7).....	Off station.....	Vivian, yacht.....	10	.....	5	.....	Adrift; picked up and returned to owner.
Do.....	San Luis (9).....	do.....	Sunflower II, m. b.....	9	.....	.....	.....	Piloted into harbor to escape bad weather. Sunk in gale; ran anchors and otherwise assisted in getting launch ready to float.
Do.....	Cleveland (10).....	.....	.....	.....	.....	.....	.....	Assisted Weather Bureau in lowering storm signals from 30-foot flagstaff and freeing jammed halyards.
Dec. 8.....	Rye Beach (1).....	Off station.....	Unknown sch.....	.....	.....	.....	.....	Dangerously near shore in snowstorm; warned off by Coston signals.
Do.....	Newburyport (2).....	Merrimac River.....	Malicia Enos, m. b.....	16	.....	5	.....	About to cross over bar in dangerous sea; warned back by code signal J.D.
Dec. 8-9.....	Atlantic City (5).....	Clam Creek.....	General	927	General	20	.....	Swept out of channel and aground; ran lines preparatory to floating.
Dec. 9.....	Squan Beach (5).....	Off station.....	—, m. b.....	.....	.....	4	.....	Warned not to go out over bar on account of dangerous sea.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915. Dec. 14.	Hampton Beach (1)...	Off station	3 dories, 1 sailboat, 3 motor boats. Osprey, m. b.					In danger from tide and surf; hauled to place of safety and owner notified.
Do.	Coskata (2).....	do	Unknown str.					Beach undermined by sea, and boat about to drop into water; hauled out of danger.
Do.	Ship Bottom (5).....	do	Pere Marquette No. 19, str.	2,626	Freight cars	34		Discovered heading for beach in blinding snowstorm; warned off by Coston signal.
Do.	Milwaukee (12).....	do	John L., m. b.			2		Made unsuccessful search for body of man who fell overboard; crew responded to this call barefooted and clad only in underwear.
Do.	Baileys Harbor (12).....	do	Halfway Rock					Prevented by ice from hauling boat up on shore; assistance given in getting boat out.
Dec. 15.	Ossipee.....							Picked up and returned to lighthouse authorities Halfway whistling buoy which had gone adrift.
Do.	Muskeget (2).....	Off station	2 whaleboats					Boats lying on bank that was being eaten away by heavy surf; pulled back to safe place.
Do.	Lone Hill (4).....							Furnished bag of oats to man unable to obtain feed for his horse.
Do.	Mecox (4).....	Off station	Unknown str.					Warned away from beach by Coston signal.
Do.	Harbor Beach (11).....	do	Mariska, Br. str.	1,836	Grain	20		Stranded while entering harbor; carried master to and from shore; sent call for tug, delivered messages, etc.
Do.	St. Joseph (12).....	do	——, m. b.					Recovered balloon from lake and restored it to owner.
Dec. 16.	Island Beach (5).....	do				3		Engine disabled; rudder gone, 1 oar missing; 2 of occupants intoxicated; boat stranded and all hands left it; pulled boat up on beach.
Do.	Fairport (10).....	Grand River						Assisted in putting out fire on Government pier.
Do.	Grand Marais (11).....	Off station	Gloriana, m. b.	44	Fish	5		Set light to guide boat into harbor; regular lights discontinued.
Do.	Harbor Beach (11).....	do	——, rowboat			2		Caught in ice; released and towed to safe berth.
Do.	South Manitou Island (12).....	Off station						Assisted harbor engineers in placing signals.
Do.	Point Bonita (13).....	San Francisco Bay	——, m. b.					Repaired gasoline pumping engine for farmer.
Dec. 17.	Miami.....	Key West	Crabs			1		Found fisherman who had gone out with fleet and failed to return with it.
								Assisted in fighting fire in Key West.

	Gloucester (2), Straits-mouth (2).	Off station.....	Manomet, m. b	73	14	Burned and sunk 14 miles east-northeast of Straitsmouth station; occupants escaped in small boats; unsuccessful search for members of party; picked up later by schooner Genesta.
Do.....	Bogue Inlet (7)	Bear Inlet.....	Pan-America, m. b	53	3	Stranded; working on various days between 17th and 25th, assisted in floating.
Do.....	Nags Head (7)	Off station.....	Corbit, m. b		1	Launched off the beach at request of owner.
Do.....	Aransas (9).....					Located 3 hunters who had failed to return home on time, thereby relieving the anxiety of their families.
Do.....	Cleveland (10).....					Found and restored to owner package of merchandise dropped by thief.
Do.....	Guard.....	Puget Sound.....				Removed 12 by 18 foot raft from channel and beached it.
Do.....	Baileys Harbor (12)	Off station.....	Una, m. b		2	Assisted fisherman to haul out his boat.
Dec. 18.....	Cape Elizabeth (1)	do.....	Jane Palmer, sch			Wanted a tow; called tug.
Do.....	Fletchers Neck (1)	Off station.....	Europa, Ital. str	7,870	Sisal	Carried message for lighthouse inspector.
Do.....	Gurnet (2).....		No. 52, m. b		2	Placed pilot aboard vessel, inbound, and took him off on trip out.
Do.....	Wood End (2)	do.....	Little Eddie, m. b		2	Stranded; hauled up clear of sea.
Do.....	South Brigantine (5).....	do.....	Alp, Dan. str, skiff		2	Machinery disabled, unable to proceed; sheltered overnight.
Do.....	Gurnet (2).....	do.....			Put pilot aboard during heavy blow.	
Do.....	Fort Macon (7).....	do.....				Washed ashore; recovered and delivered to owner.
Do.....	Harbor Beach (11).....	At station.....	Sea Wolf, houseboat.....			Houseboat towed to place where it could be hoisted aboard a steamer.
Do.....	Portage (11).....	High Point.....	Danl. L. Hebard, str.....		2	Hole stove in bow by ice; helped make repairs.
Do.....	Michigan City (12).....	At station.....			12	Carried lighthouse keeper out to breakwater to tend light.
Do.....	Two Rivers (12).....					Drifting into lake; recovered and held for claimant.
Dec. 19.....	Cape Elizabeth (1).....					Buoy discovered adrift; reported to lighthouse inspector.
Do.....	Muskeget (2).....					Carried man to Nantucket to enable him to catch steamer for Boston.
Do.....	Wash Woods (7).....	Off station.....	Unknown str.....			Headed for shoals; warned off by code signal J.D.
Do.....	Cleveland (10)	Cuyahoga River				Recovered body of drowned man.
Dec. 20.....	Muskeget (2).....	Off station.....	Dido, m. b	5	2	Ran ashore and broke propeller shaft; towed into channel and turned over to passing boat.
Do.....	Squan Beach (5)	Manasquan, N. J.....				Extinguished fire near a dwelling, thereby protecting considerable property from loss.
Do.....	Isle of Wight (6)	Off station.....			2	Ran aground and left almost dry; floated by use of skids.
Do.....	Cape Henry (7).....	do.....				Dangerously near cape; warned off byoston signal.
Do.....	Mosquito Lagoon (8).....	At station.....	Unknown vessel		1	Assisted in making repairs to propeller.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915. Dec. 21....	Seminole.....	Wilmington, N. C.....						Assisted in fighting fire and removing 20 automobiles from burning garage.
Do.....	Lone Hill (4).....	Great South Bay.....						Assisted man in recovering portable dock from the ice.
Do.....	Brigantine (5), Little Beach (5).	Off station.....	Unknown bark.....					Discovered standing in near shoals; warned off by code signal J.D.
Do.....	Isle of Wight (6).....	do.....	Unknown str.....					Dangerously near shore; warned off by Coston signal.
Do.....	Cape Henry (7).....	do.....	do.....					Discovered heading for beach; warned off by Coston signal.
Do.....	Two Rivers (12).....	At station.....	Geroase O., m. b.....			4		Hauled boat out on station ways and assisted in making repairs.
Do.....	Point Adams (13).....							Attempted to resuscitate man who fell into water from gangplank.
Do.....	Umpqua River (13).....	Off station.....	Eva, str.....	130				Delivered message to vessel.
Dec. 22....	Miami.....	Key West.....	Emilea, Span. str.....	1,294				Arrived off Key West disabled and in tow; shot line over steamer and towed her to safe anchorage in harbor.
Do.....	Seneca.....		John W. Chittenden, sch.....	235				Took schooner in tow for New York; turned her over to tug of wrecking company en route.
Do.....	Ossipee, Hunniwells Beach (1).	Mantoloking, N. J.....	Irene E. Meservey, sch.....					Recovered anchor and chain lost by schooner.
Do.....	Surfside (2).....	Seguin Island.....	Uncle Sam, m. b.....	13	Fish.....	3		Assisted in landing through the surf.
Do.....	Old Chicago (12).....	Off station.....	dory.....		Fish and nets.....	3		Caught in field of ice; summoned fire tug, which extricated boat and brought it safely in.
Dec. 23....	Fletchers Neck (1).....	Prout Neck.....	— m. b.....					Rope in propeller; towed into safe waters.
Do.....	Gloucester (2).....	Off station.....	Russell, sch.....	120				Towed schooner clear of unsafe anchorage.
Do.....	Durants (7).....	do.....	Unknown str.....					Headed in for Hatteras Shoals; warned off by code signal J.D.
Dec. 23-24...	Oregon Inlet (7).....	Pamlico Sound.....	Good Hope, m. b ..	13				Engine disabled; anchored boat, waded ashore, and came to station; fed and sheltered overnight; boat towed to station.
Dec. 24....	Acushnet, Muskeget (2), Maddaket (2).	Nantucket Sound.....	Miltiades Embiricos, Greek str.	2,176				Assisted steamer by signaled directions and pilotage from dangerous position among Muskeget Shoals.
Dec. 24-25...	Sabine Pass (9).....	Off Station.....	Peter H. Crowell, yawl.....					Yaw from steamer named stranded on way to shore; occupants got ashore unassisted; boat floated by station crew on rise of tide and returned to owners.

Dec. 25.....	Isles of Shoals (1).....	Piscataqua River.....	—, m. b.....		2	Engine disabled; picked up and towed to Portsmouth. Steering gear damaged; hauled up on beach above high water and later launched. Warned away from Cape by Coston signal. Drifted ashore in storm; hauled up on beach beyond surf.
Do.....	Point Lookout (4).....	Off station.....	—, skiff.....	2		
Do.....	Cape Henry (7).....	do.....	Unknown str.....			
Do.....	Surfside (2).....	do.....	4 dories.....			
Dec. 26.....						
Do.....	Seneca, Sandy Hook (5), Spermaceti Cove (5).....	Sandy Hook Bay.....	15 barges.....	3,000	25	Stranded in 75-mile gale; those on board, some of whom were women and children, taken off by means of ladder.
Do.....	Gurnet (2).....	Off station.....	Josey, Dan. str.	1,671	Sisal.....	Came to anchor in gale and signaled for pilot; too rough for pilot boat to go out; put pilot on board.
Do.....	Point of Woods (4).....	do.....	—, m. b.....			Sunk at mooring in gale; hauled into shallow water and bailed out.
Do.....	Assateague Beach (6).....	do.....	John Wesley, shp.	15	2	Towed out of unsafe berth.
Do.....	do.....	do.....	Defiance, str.	154	12	Forwarded messages for vessel.
Do.....	Green Run Inlet (6).....	Inlet slough.....	—, houseboat.....			Removed from dangerous position and moored in safe place.
Do.....	Bogue Inlet (7).....	Off station.....	Roseirene, m. b.....		2	Piloted to station dock and helped fill tanks with fresh water.
Do.....	Hampton Beach (1).....	Great Boars Head.....	5 skiffs.....			On beach and being blown about; discovered by patrol and made secure.
Do.....	Deal (5).....	Ashbury Park.....	Estella, Townsend,			Extinguished fire in bathhouse during high gale, saving threatened property to leeward.
Do.....	Great Egg (5).....	Off station.....	m. b.....			Broke moorings at wharf; secured to prevent damage in seaway.
Do.....	Little Egg (5).....	Sheepshead Bar.....	—, m. b.....		2	Engine disabled and stranded; bailed out and floated; occupants taken to station, given food and dry clothing and later put aboard their vessel.
Do.....	Currituck Beach (7).....	Off station.....	—, m. b.....			Dangerously near shoals; warned off by code signal.
Do.....	Wash Woods (7).....	do.....	Unknown str.....			Assisted U. S. engineers in locating wreck of steamer burned and sunk in 1897.
Dec. 22, 24,	Evanston (12).....	do.....	Geo. B. Morley, str.....			Notified electric company that their wires were crossed.
Dec. 27.....	Hampton Beach (1).....	Great Boars Head.....				Carried lighthouse keeper and assistant out to relight gas buoy.
Do.....	Gloucester (2).....	Off station.....				Out of fuel; towed to clubhouse.
Do.....	Chester Shoal (8).....	Banana Creek.....				Assisted in putting out fire in dwelling and saving furniture.
Do.....	Pentwater (12).....	Off station.....				Assisted in removing fittings from steamer preparing to lay up during winter.
Do.....	South Manitou Island (12), Onondaga.....	do.....				Picked up barge anchored offshore and towed 80 miles to Chesapeake Bay.
Dec. 28.....						Dragged ashore in gale; assisted in floating.
Dec. 28-29.....	Creeds Hill (7), Kinnakeet (7).	Big Off station.....			2	
		Defender, shp....				

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1915.								
Dec. 29.	Nahant (2).....	Near station.....	Mary F. Barrett, sch.....	1,883				
Do.	Fort Lauderdale (8).....	Off station.....						
Do.	Aransas (9).....	do.....						
Do.	Fort Point (13).....	Presidio Beach.....	_____, rowboat.....					
Dec. 28-31..	Hereford Inlet (5).....	Off station.....	Alex Gibson, bge.....	2,154	Coal.....	2		
Dec. 31....	Portsmouth Harbor (1).	do.....	_____, m. b.....					
Do.	Wachapreague (6).....	do.....	Allduck, m. b.....					
Do.	Durants (7), Hatteras Inlet (7).	do.....	Hamlet, m. b.....	13		2		
Do.	Mosquito Lagoon (8).....	do.....	_____, m. b.....					
Do.	Old Chicago (12).....	do.....	Uncle Sam, m. b	13		5		
1916.								
Jan. 1....	Portsmouth Harbor (1).	do.....	_____, m. b.....			2		
Do.	North Beach (6)	do.....	_____, houseboat			2		
Do.	Cape Henry (7).....	do.....	Gordon Castle, Br. sch.	2,824				
Do.	Sheboygan (12).....	do.....	Sheboygan River					
Jan. 1-2....	Itasca.....	San Juan, P. R.	Forest City, sch.	1,498	Palm oil, etc.....	11		
Jan. 2....	Gurnet (2).....	Off station.....	Santiago, str.....	2,358		7		
Jan. 2-3....	Toms River (6).....	do.....	Pittsburg, sch.....	23	Fish.....			
Jan. 3....	Gurnet (2).....	do.....	_____, m. b.....		do.....	4		

Conveyed to station man who had been run over by wagon and administered first aid. Weather report signaled to vessel and messages to owners transmitted. Recovered drifting buoy and towed it to wharf. Broke mooring and came ashore; hauled above high water and notified Army authorities. Transported War Department official to examine sunken vessel and assisted in sounding in vicinity. Batteries exhausted; towed to destination.

Out of fuel; supply furnished.

Dragged ashore; floated after much effort.

Engine disabled; repaired wire connections and set motor going.

Stuck fast in ice; piloted fire tug out to boat, which brought her in.

Engine out of order; towed to landing.

Ashore in marsh; floated off.

Recovered body of man precipitated into river by automobile accident.

Fought fire aboard vessel and towed her away from wharf thereby saving wharves and shipping; assisted in saving part of her equipment; vessel totally lost.

Put pilot on board inbound steamer. Boat's crew caught away from vessel in fog sheltered overnight; boarded schooner 10 miles at sea and informed master of safety of boatmen.

Lost gasoline through broken pipe; part of crew carried to Plymouth to procure supply of fuel.

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Do.	Rocky Point (4)	do.	—, skiff	
Do.	Tillamook Bay (13)	Nehalem River Bar	—, m. b.	
Jan. 4.	Wallis Sands (1)	Off station	—, m. b.	
Do.	Gurnet (2)	do.	Greenwood, bge.	
Do.	False Cape (7)	do.	Unknown str	4
Jan. 6.	Acushnet	Sakonnet River	Winchester, sch.	
Do.	Biscayne Bay (8)	Off station	Pride of the Sea, m. b.	
Do.	Erie (10)	do.	Charles A. Trinter, str.	
Do.	Golden Gate (13)	Dead Mans Island	Stonybrook, sch	
Jan. 7.	Ossipee	Rockland, Me.	101	
Do.	Damuscove Island (1)	Off station	—, m. b.	
Do.	Monomoy Point (2)	do.	—, m. b.	
Do.	Two Rivers (12)	do.	Hugo, m. b.	
Jan. 8.	Monomoy Point (2)	Pollock Rip Slue	Western str. (and tow of barges).	
Do.	Monomoy (2)	Off station	Unknown str.	
Do.	False Cape (7)	do.	do.	
Do.	Wash Woods (7)	Turtle Cove	Sparrow, m. b.	
Do.	Aransas (9)	do.	do.	
Jan. 9.	Gurnet (2)	Off station	Jelling, Dan. str.	
Do.	Monomoy (2)	Pollock Rip Slue	Lykeno, str.	
Do.	Mono- moy Point (2)	Off station	Annie G., m. b.	
Jan. 10.	Quoddy Head (1)	do.	Mary E. Morse, sch.	
Do.	Lewes (6)	do.	do.	
Do.	False Cape (7)	do.	Unknown ship	
Do.	Wash Woods (7)	do.	Unknown sailing ves- sel.	
Do.	Currituck Beach (7)	do.	Unknown bark.	
Jan. 11.	Valasco (9)	Intercoastal Canal	Idlewild, m. b.	
Jan. 10-12.	•	Ediz Hook	Jane L. Stanford, bkn.	
Do.	Portsmouth Harbor (1)	Fishers Island	—, rowboat.	
Jan. 12.	Point Judith (3)	Off station	—, m. b.	
Jan. 13.	Brazos (9)	do.	do.	
				4
				Supplied provisions to four storm-bound fishermen.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Jan. 13.	Galveston (9)		D. B. 16, m. b.			5	5	Sunk in collision with steamer Charles E. Harwood; 4 lives lost; searched unsuccessfully for bodies.
Do.	Point Adams (13)					3	3	Cut load of wood and hauled it to destitute family near station.
Jan. 14.	Point Allerton (2)	Pemberton Point	_____, rowboat.			2	2	Unable to return to their vessel on account of gale; fed and sheltered overnight.
Do.	Bethel Creek (8)	Off station	Circe, m. b.	5		5	5	Leaking; repaired and towed into harbor.
Do.	Gloucester (2)	do.	Enterprise, str.	40	Fish nets.	5	5	Collided with sailing vessel and sunk while being towed to port; recovered fish nets and other property from vessel.
Do.	Lewes (6)	do.	Lightning, str.	48		5	5	Started leaking and sunk at pier; assisted crew in saving their baggage and some other property.
Do.	Ludington (12)	Inner harbor	_____, rowboat.			8	8	Transferred across channel 8 people whose boat had become blocked by ice.
Jan. 14-15.	Apache	Choptank River Light.	Lady Harrington, sloop.	8		7	7	Capsized and sunk in heavy squall; towed 2 miles into shallow water where she could be raised.
Do.	Onondaga, Cape Henry (7), Virginia Beach (7)	Off Cape Henry	Priestfield, Br. str.	4,033		25	25	Stranded; worked on vessel 14th and 15th; sent telegrams for master; floated by tug on 16th.
Jan. 15.	Isle of Wight (6)	Off station	Unknown str.					Warned off beach by Coston signal.
Do.	Quoddy Head (1)	do.	_____, rowboat.					Carried from mooring by ice; recovered.
Jan. 16.	Gurnet (2)	do.	Absalon, Dan. str.					Put pilot on board.
Jan. 17.	Itasca.	do.	San Juan, P. R.					Assisted in fighting fire at San Juan, P. R.
Do.	Sandy Hook (5)	Off station	Good Gulf, m. b.			1	1	Stranded; found sick man in boat; summoned medical assistance.
Do.	Cape Lookout (7)	do.						Took body of dead man off schooner and carried it to Beaufort, N. C.
Jan. 18.	Quoddy Head (1)		Geo. D. Edmands, sch.	541		8	8	Sent call for tug to tow schooner to Eastport, Me.
Do.	White Head (1)	Off station	Unknown sch.					Transported body and funeral party from island to mainland.
Do.	Dam Neck Mills (7)	do.	Anna, sch.	28		6	6	A derelict; unable to anchor vessel; reported her to cutter Onondaga as a menace to navigation.
Jan. 19.	Old Harbor (2)	do.	Lavinia M. Snow, sch.	354				Lost chains and anchor in gale; sent call for cutter and message to owners.
Do.	Sandy Hook (5)	do.	Lottie B., m. b.			2	2	Sent steamer to haul disabled boat out of ice and assisted in making repairs.

Jan. 20-21..	Scout	Tacoma, Wash.....	Victor II, m. b.....	
Jan. 21..	Muskeget (2).....	Off station.....	....., m. b.....	2
Do....	Wood End (2).....	Nonamessett Island.....	Eleanor A. Percy, sch.....	5
Do....	Aeushnet.....	In harbor.....	....., scow.....	14
Jan. 22..	South Haven (12).....			
Do....	White Head (1).....			
Jan. 23..	Newburyport (2).....			
Do....	Fort Macon (7).....	Off station.....	Kennebec, bge.....	1
Do....	do.....	Fort Channel.....	Ratahan, bge.....	473
Do....	Coast Guard Academy.....		474	2
Jan. 24..	Brazos (9).....	Off station.....	Wild Duck, str.....	3,401
Jan. 25..	Nauset (2).....	do.....	Lewis K. Thurlow, str.....	233
Do....	Quonochontaug (3).....	Near station.....	3,178	32
Do....	False Cape (7).....	Off station.....	Ottersted, str.....	14
Do....	do.....	do.....	Unknown str.....	32
Do....	Wash Woods (7).....	do.....	do.....	32
Do....	do.....	do.....	do.....	32
Do....	Penneys Hill (7).....	do.....	do.....	2
Do....	Fort Point (13).....	do.....	....., sailboat.....	2
Do....	Point Adams (13).....	do.....	Queen Mab, m. b.....	20
Jan. 26..	Barnegat (5).....	do.....	....., m. b.....	3
Jan. 27..	North Scituate (2).....	do.....		2
Do....	Gurnet (2).....	do.....	Borgium, Dan. str.....	1,672
Do....	Wood End (2).....			
Jan. 28..	Great Egg (5).....			
Do....	Chadwick (5).....			
Do....	Aransas (9).....	Corpus Christi Bay.....	Mizpah, m. b.....	10

Searched for bodies of 2 children lost from vessel.
 Broke channel through ice and assisted in launching boat.
 Went for doctor to attend sick light keeper.
 Furnished 2,000 gallons fresh water for auxiliary engine.
 Adrift and waterlogged; towed to pier and made fast.
 Carried body of woman and 20 mourners to mainland.
 Gave shelter for night to drunken man who wandered to station and might otherwise have died of exposure.
 Stranded; helped heave up anchor and otherwise assisted in floating operations.
 Do.
 Assisted fire department in putting out fire, thereby saving adjoining buildings.
 Took off two stowaways and large quantity of mail.
 Stranded; floated unassisted; carried discipline patches ashore.
 Assisted in preventing spread of fire from burning cottage to garage.
 Headed for the beach; warned off by code signal.
 Headed for Pebble Shoals; warned off by code signal.
 Dangerously near beach; warned off by distance signal.
 Heading on Pebble Shoals; warned off by distance signal.
 Warned away from beach by code signal.
 Unable to make headway in strong wind; towed to safety.
 Delivered mail to Desdemona Light Station.
 Piloted in over bar and to safe anchorage.
 Furnished sailing directions which enabled boat to get out of rock-studded waters.
 Signaled to passing steamer instructions from owners.
 Brought doctor through storm to attend sick light keeper.
 Assisted in saving piano and furniture from burning cottage and protecting adjacent property.
 Extinguished grass fire started by sparks from locomotive.
 Caught fire and sunk near landing; recovered engine, propeller, and shaft from bottom.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succeeded.	Remarks.
1916.								
Jan. 28.....	Cleveland (10).....	Off station.....	2 rowboats.....					Adrift in ice; recovered and returned to owners.
Do.....	Southside (13).....	do.....						Picked up floating mine belonging to U. S. Army.
Jan. 29.....	Fourth Cliff (2).....	do.....						Extricated automobile from sand and put it on good road.
Jan. 30.....	Nahant (2).....							Extinguished fire in grass that threatened several cottages.
Do.....	Racine (12).....	Off station.....	F. Dierssen, m. b.....	14		4		Lost rudder in snowstorm; ran line to passing fish tug, which towed launch in.
Jan. 31.....	Brazos (9).....	On bar.....	Unknown str. (and barge),					Discovered heading for shoals in fog; warned off by firing life gun.
Do.....	Point Judith (3).....							Righted and put back on road automobile that had overturned in a ditch.
Do.....	Short Beach (4).....							Engine disabled; towed to station and took party to destination in another boat.
Feb. 1.....	Gurnet (2).....	Race Horse Channel.....	_____, m. b.....		Oysters.....	5		Carried message for owners to steamer off port.
Do.....	Little Island (7).....	Off station.....	Kotonia, Dan. ship.....	1,668	Sisal			Warned off beach by Coston signal.
Do.....	do.....	do.....	Unknown str. ....do.....					Do.
Do.....	Cleveland (10).....	Ohio Canal.....	Oldfield Grange, Br. str.	2,927				Recovered body of drowned man.
Feb. 3.....	Onondaga.....	Lewes, Del.....						Put cutter's surgeon on board to treat injured man.
Do.....	Barnegat (5).....	At station.....						Gave medical treatment to War Department official on business near station.
Feb. 4.....	do.....	do.....	_____, m. b.....					Engine disabled; towed into harbor.
Do.....	Townsend Inlet (5).....	do.....	Queen Mab, m. b					Piloted in over bar.
Do.....	Point Adams (13).....							Reported range lights on jetty sands not burning.
Feb. 6.....	Hereford Inlet (5).....	Off station.....						Carried War Department inspector to examine wreck of sch. bge. Alex Gibson.
Do.....	Point Adams (13).....							Carried mail for Desdemona Sands Light Station.
Feb. 7.....	Gloucester (2).....	Off station.....						Put pilot on board, the sea being too rough for him to go out in his boat.
Feb. 8.....	Onondaga, Holly Beach (5).....	do.....						Searched for fishermen who went out to set trawl and never returned.
Feb. 9.....	Cape Henry (7).....							Warned off beach by Coston signal.
Do.....	Cape Lookout (7).....							Carried crew by boat to Beaufort, N. C.
Feb. 10.....	Pamlico.....							Aground at wharf; towed clear.
Do.....	Mosquito Lagoon (8).....							Stranded; pulled off.

		Merrimac River	Advance, m. b.	
Feb. 11....	Salisbury Beach (2)....			
Do.....	Cape Henlopen (6)....	Hen and Chicken Shoals. Off station.	Unknown str. (Br.)	
Do.....	Gurnet (2)....	Mae, str.	2,103	Sisal...
Do.....	Seabright (5)....	Scotland Light Vessel.	John Bossert, sch.	601
Do.....	Point Adams (13)....	Off station.		
Feb. 12....	Buffalo (10)....			
Do.....	Long Beach (5)....			
Do.....	Point Adams (13)....	Fort Stevens wharf. Off station.		
Do.....	South Brigantine (5)....			
Feb. 13....	Yamacraw	Bull Island, S. C.	Emily I. White, sch.	352
Do.....	Cape Henlopen (6)....	Hen and Chicken Shoals. Off station.	Unknown str.	
Do.....	Cape Henry (7)....	do		
Do.....	Velasco (9)....	do		
Feb. 14....	O n o n d a g a , Cape Henry (7)....	do		
Feb. 15....	Wallis Sands (1)....			
Do.....	Little Egg (5)....	Off station.	Unknown str.	
Do.....	Wash Woods (7)....	do		
Feb. 16....	Chester Shoal (8)....	do		
Do.....	North Beach (6)....	do		
Do.....	Green Run Inlet (6)....	do		
Do.....	Fort Point (13)....	do		
Feb. 18....	White Head (1)....			
Do.....	Cape Henlopen (6)....	Hen and Chicken Shoals. Off station.	Unknown str.	
Feb. 20....	Assateague Beach (6)....			
Do.....	Fort Point (13)....	do		
Feb. 21....	White Head (1)....			
Feb. 23....	Hunniwells Beach (1)....			
Do.....	Jones Beach (4)....			

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Feb. 23.	Galveston (9)	Off station	Cuthbert, Br. str.	3, 833	Miscellaneous			Recovered body of man drowned from vessel.
Do.	Milwaukee (12)	Near station	—, rowboat					Recovered body of man drowned from car ferry in December and notified his father.
Do.	Ludington (12)	Near station	—, rowboat					Adrift in harbor; picked up and returned to owner.
Do.	Southside (13)	Near station	—				1	Furnished clothing and food to insane woman who had tried to commit suicide in the surf.
Do.	Point Adams (13)	—	—					Carried mail to keeper of Desdemona Sands Light Station.
Feb. 23-24.	Acushnet	Middle Ground Shoal	Juniata, str.	2, 537	Miscellaneous	45		Went ashore in fog; made unsuccessful attempt to float vessel.
Feb. 24.	Potunk (4)	Off station	—, fishboat					Hauled up beyond reach of sea.
Do.	Oregon Inlet (7)	do.	—, Unknown sch.					Warned away from beach by code signal.
Do.	Fort Point (13)	—	—					Picked up body of drowned soldier and turned it over to commanding officer at Fort Baker.
Feb. 24-25.	Rehoboth Beach (6), Lewes (6), Cape Henlopen (6).	Hen and Chicken Shoals.	Formica, Dan. bk.	1, 145	Bones.	18		Anchored inside shoals; stood by all night; summoned tug morning of 25th and sent message to owners.
Feb. 25.	Cape Henry (7)	Off station	Unknown str.					Dangerously near beach; warned off by Coston signal.
Do.	Plum Island (2)	do.	—, skiff					Picked up and beached and advertised for owner.
Do.	Brant Rock (2)	Rextum Beach	Unknown str.					Headed for beach in fog; warned off by Coston signal.
Do.	Assateague Beach (6).	Black Fish Shoal	Trecarrell, Br. str.	3, 874	Pyrites.	28		Stranded in fog; crew of 28 took to boats and were picked up by tug and turned over to station crew; succor afforded.
Do.	Oak Island (7)	Cape Fear	Col. Thos. F. Austin, sch.	83	Fish.	12		Mistook lights, stranded and sunk; took off crew and their belongings and transported them to Southport.
Feb. 26.	Nauset (2)	Off station	Unknown str.					Standing in dangerously near beach; warned off by Coston signal.
Do.	Salisbury Beach (2)	do.	—, dory					Adrift; recovered from surf and hauled up on beach.
Do.	Hog Island (6)	do.	Maple (U. S. L. H. S.), str.	392				Placed to scene of wreck, where buoy was placed to mark it.
Do.	Cape Henry (7)	do.	Unknown str.					Warned off beach by Coston signal.
Feb. 27.	Metomkin Inlet (6)	do.	Nina, m. b.			3		Stranded; anchored boat and took men to station and sheltered them overnight.
Do.	Rehoboth Beach (6)	Loves Creek	—, m. b.			2		Engine disabled; secured boat in sheltered place and took men to their homes.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Mar. 16.	Acushnet.	Nantucket Sound	William Bisbee, sch.	309	Coal.	6	.....	Disabled in gale; towed to Vineyard Haven.
Do.	Great Wass Island (1).	Off station	.....	.....	.....	2	.....	Took 2 marooned hunters off island.
Mar. 17.	North Beach (6).	do	Unknown str. (and 2 barges).	.....	.....	.....	.....	Dangerously near bar at night; warned off by Coston signal.
Mar. 18.	Gloucester (2).	do	.....	.....	.....	3	.....	Towed disabled boat back to vessel.
Do.	Gilberts Bar (8).	do	.....	.....	.....	1	.....	Engine disabled; towed in.
Do.	Oswego (10).	do	.....	.....	.....	.....	.....	Recovered body of man drowned by breaking through ice.
Mar. 17-19.	Monomoy (2).	do	.....	.....	.....	.....	.....	Pulled out of ice and ashore.
Mar. 19.	Wood End (2)	do	.....	.....	.....	2	2	Engine disabled; took men from boat and cared for them overnight.
Do.	Holly Beach (5).	Hillsboro River	Sirius, m. b.	.....	.....	2	.....	Put out fire in cottage on beach.
Do.	Mosquito Lagoon (8).	Puget Sound.	.....	.....	.....	.....	.....	Removed log from waterway.
Mar. 20.	Scout.	Point Adams (13).	.....	.....	.....	.....	.....	Procured towboat for incoming vessel.
Do.	Fort Point (13).	Off station	.....	.....	.....	3	.....	Stranded; assisted to float.
Mar. 21.	Ossipee.	Channel Rock, Me.	Rhoda Holmes, sch.	375	Laths.	6	.....	Engine disabled; drifted into breakers; recovered engine and fittings.
Do.	do	Fox Island Thoroughfare.	Andrew Nebinger, sch.	293	Coal.	5	.....	Towed vessel out of ice.
Do.	Portsmouth Harbor (1)	Off station	Hume, sch.	80	Phosphate.	3	.....	Towed out of ice and fresh water furnished.
Do.	Cape Henry (7).	do	Gulfaxe, Dan. str.	1,046	.....	.....	.....	Stranded on ledges and filled; recovered gear from vessel.
Do.	Bulow (8).	do	.....	.....	.....	3	.....	Warned off beach by code signal.
Do.	Fort Point (13).	Off Mile Rock	.....	.....	.....	3	.....	Engine disabled; towed to destination.
Do.	do	.....	.....	.....	.....	4	.....	Launch from U. S. Albatross; engine disabled, and drifting outside Golden Gate at night; towed back into bay.
Do.	Umpqua River (13).	Off Gravelly Beach.	.....	.....	.....	.....	.....	Engine disabled while launch was out searching for launch mentioned in preceding item; towed back to ship.
Mar. 22.	Gloucester (2).	Off station	Elmore, m. b.	7	.....	1	.....	Out of fuel; supply furnished.
Do.	do	do	Penacook, str.	230	.....	10	.....	Assisted steamer in getting into harbor part of a dry dock she had in tow.
Do.	Manomet Point (2).	do	Unknown str.	.....	.....	.....	.....	Warned away from shore by Coston signal.
Do.	Assateague Beach (6).	do	2 schooners.	.....	.....	.....	.....	Placed masters aboard their vessels and recovered skiff which had gone adrift.
Do.	Cape Disappointment (13), Point Adams (13).	Peacock Spit.	Boat from lighthouse tender.	.....	.....	6	3	Capsized in breakers; 3 men rescued by crew of Cape Disappointment station; boat recovered.
Mar. 23.	Gloucester (2).	12 miles off harbor.	Arkona, sch.	133	.....	8	.....	Landed master, who was injured.
Do.	Gurnet (2).	Off station	Norden, Dan. str.	1,564	Sisal.	Put pilot on board.
Do.	North Beach (6).	do	5	Stranded in gale; floated off.

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Mar. 24.....	Gloucester (2).....	Plum Island	St. Peter, m. b.	4
Do.....	Hereford Inlet (5).....	Off station..	Alex. Gibson, sch.	2,154
Do.....	Cape Disappointment (13).	do.....		Coal
Mar. 21-25..	Salisbury Beach (2)	Off station.....		
Mar. 25.....	Charlevoix (12).....	Pontoon.....		
Do.....	Pecks Beach (5).....	Off station.....		
Mar. 26.....	Aransas (9).....	do.....		
Do.....	Kewaunee (12).....	Off station.....		
Do.....	do.....	do.....		
Do.....	Fort Point (13).....	Near Lookout.....		
Do.....	do.....	do.....		
Do.....	Baaddah Point (13)			
Mar. 28.....	Rocky Point (4).....			
Do.....	Cape Henlopen (6).....	Off station.....	Lydia H. Roper, sch.	321
Mar. 29.....	do.....	do.....	Unknown str.	7
Do.....	do.....	do.....	Pensiero, str.	1,604
Do.....	Ludington (12).....	do.....	_____ skiff	40
Do.....	Cape Disappointment (13).....	Inner harbor.....		
Mar. 30.....	Lewes (6); Cape Henlopen (6).	Off stations.....	Matoppo, Br. str.	5,280
Mar. 31.....	Humboldt Bay (13).....	Near station.....		
Apr. 1.....	Gurnet (2).....	Off station.....		
Do.....	Caffey's Inlet (7).....			
Apr. 2.....	Zachs Inlet (4).....	High Hill Creek.....	Minnie, m. b.	4
Apr. 3.....	Atlantic City (5).....	Off station.....	2 barges.....	4
Apr. 4.....	Newburyport (2).....	do.....	_____ skiff.....	4
Do.....	Island Beach (5).....			
Do.....	Wash Woods (7).....	Off station.....		
Do.....	Chester Shoal (8).....	do.....		
Apr. 4-5....	Mohawk.....	Potomac, bge.....	Potomac, Coal.....	1,000
				4

Stranded in storm; assisted in floating.
Carried Government inspector to spot where vessel was wrecked Nov. 28, 1915.
Assisted in recovering buoy.

1 Gave medical attention, food, and shelter to man suffering from injuries and exposure.
Assisted in rescuing team of horses and sleigh from river.

Adrift; recovered and turned over to owner.
Recovered body of drowned man.
Recovered from river a "slide," used in putting up ice and turned same over to owner.
Ran a line to assist vessel in getting away from dock.
Directed on their way 2 men lost at night on rocky shore below Lookout.

Minor assistance given 3 automobileists whose machine had gone over a 100-foot embankment.
At request of official of Lighthouse Service, changed color of light on gas buoy and lanterns.
Reported buoy adrift to Superintendent of Lighthouses.

In need of a towboat; called a tug.
Warned away from beach by Coston signal.
Warned away from shoals by Coston signal.
Drifting out of harbor; recovered.
Transported injured man to Astoria for hospital treatment.
Took into custody man who had planned to capture steamer and turned him over to customs officer.
Assisted in repairing jetty light.
Extricated horse and wagon from quicksand.
Saved furniture from burning house and prevented fire from spreading to adjacent buildings.
Engine disabled; towed to destination; party lodged overnight.

Telegraphed information concerning disabled barges.
Adrift; picked up and held for claimant.
Found 13-year-old orphan boy on beach; unable to locate relatives; new clothing furnished boy at expense of station crew.
Warned away from shore by code signal.
Heading inside of shoals; warned of danger by code signal.
Anchored at sea awaiting a tug: stood by all night until tug appeared.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Apr. 5.	Mohawk, Atlantic City (5).	Off station	Maine, bge.....	1,046	Cool..	4	4	Anchored at sea awaiting a tug; stood by all night; furnished supply of water. Went to Atlantic City for medicine for a very sick woman; also to bring her daughter to her.
Do.	South Brigantine (5)							
Do.	Fort Point (13)	Lime Point	_____, m. b.					Found boat on beach, towed to station, and held for claimant.
Apr. 6.	Brenton Point (3)	At station						Gave first aid to man accidentally injured in eye.
Do.	Rocky Point (4)	Off station						Reported to Lighthouse service the displacement of 2 gas buoys.
Do.	Long Beach (5)	do	_____, sch					Warned away from shore by code signal.
Do.	Wash Woods (7)	do	2 steamers					Warned away from shore by distant signal.
Do.	do	do	_____, str.					Heading on Pebble Shoals; warned off by distant signal.
Do.	False Cape (7)	do	2 steamers					Warned away from shore by code signal.
Do.	do	do	_____, str.					Heading for Pebble Shoals; warned off by code signal.
Do.	Sullivans Island (8)	Near station	Alais, m. b.	10				Picked up body of drowned man.
Apr. 7.	Oak Island (7)	Muncie Channel	Unknown vessel					Stranded; landed party.
Do.	Hog Island (6)	Off station						Dangerously near shoals; warned off by Coston signal.
Apr. 8.	Newburyport (2)							Conveyed injured woman and her husband by team to an ambulance.
Do.	Charlotte (10).	Near station	Magnolia, m. b.	49	Shakes	5	5	Recovered body of drowned man.
Apr. 8-9.	Humboldt Bay (13)	Klamath River						Capsized; crew drowned; traveled 50 miles to scene of disaster in tow of tug; ran line and accompanied tug with Magnolia back to station.
Apr. 9.	Jones Beach (4)	Off station	Ice scooter			1	1	Filled and abandoned; recovered and turned over to owner.
Apr. 10.	Brant Rock (2)	Near station						Extricated automobile from mire.
Do.	South Brigantine (5)							Transported sick woman and 2 daughters to mainland for medical assistance.
Apr. 11.	Hampton Beach (1)						1	Gave food and shelter to man detained on beach through having failed to catch train.
Do.	Manomect Point (2)							Extinguished fire in barn before much damage was done.
Do.	Cleveland (10)							Recovered body of drowned man; resuscitation attempted.
Do.	Erie (10)	Erie Bay	Olga, m. b.			2	2	Batteries exhausted; stranded; assisted tug in floating.

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Apr. 9-12...	Cranberry Islands (1)...	Sutton Island...	W. E. & W. L. Tuck, sch.	416	Coal...	7	
Apr. 12...	Hampton Beach (1)...	Hampton River	—, dory...	1	1	1	
Do...	Forge River (4)	Off station	—, dory...	1			
Apr. 12-13...	Pamet River (2)	do...	Unknown vessel.	1			
Apr. 13...	Durants (7)	do...					
Do...	Cleveland (10)	do...					
Apr. 14...	Mohawk	North River, N. Y.	Poppy, m. b.	1			
Do...	Assateague Beach (6)	Off station	—, dory...	2			
Do...	Michigan City (12)	do...	Edna B., m. b.	1			
Apr. 15...	Point of Woods (4)	do...	Point of Woods II, str.	34			
Do...	Assateague Beach (6)	do...	Edward R. Kirk, sch..	45			
Apr. 16...	Straitsmouth (2)	do...	—, skiff	264			
Apr. 17...	Newburyport (2)	Merrimac River.	—, m. b.	5			
Do...	Gurnet (2)	Near station					
Do...	Brenton Point (3)						
Do...	New Shoreham (3)						
Do...	Long Beach (5)	Off station	—, m. b.	1			
Do...	Duluth (11)....	do...	—, skiff	2			
Do...	Coquille River (13)	do...	Fifield, str.	634			
Do...	Point Adams (13)	do...	—, skiff				
Apr. 18...	Watch Hill (3), Fishers Island (3).	Latimers Reef	Forage.	8			
Do...	Fire Island (3)	Off station	Emma Keeler, bg	487			
Do...	Point of Woods (4)	do...	Wilhelmina, m. b.				
Do...	Long Beach (5)		—, m. b.				
Do...	Fort Point (13)	South Bay		15			
Do...	Point Reyes (13)	Off station					

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.								
Apr. 19.	Bois Blanc (11)							
Do.	Point Reyes (13)	Off station	_____, str.					
Apr. 20.	Gurnet (2)	do	Matanzas, str. _____, m. b.	3,094	Sisal	38		Carried wife of lightkeeper, who was seriously ill, to Cheboygan for medical treatment; trip made by boat through ice and in gale. Warned away from shore by Coston signal. Put pilot aboard vessel.
Do.	City Point (2)	Dorchester Bay				3		Engine disabled and a leak; towed to Dorchester.
Do.	Indian River Inlet (7)	Off station	_____, rowboat.					Adrift; towed ashore and hauled out.
Do.	Point Adams (13)	do	Unknown sailing vessel _____, yawl					Sent tug to vessel outside the bar.
Apr. 18-21	Seminole							Picked up yawl supposed to have belonged to schooner Caroline Grey, reported to have been abandoned.
Apr. 21.	Point Lookout (4)	Long Creek	Progress, m. b.					Engine trouble; stranded; took all hands off.
Do.	Bodie Island (7)							Helped get under control a forest fire that threatened the town of Montes, N. C.
Do.	Nags Head (7)	Manteo, N. C.						Assisted in fighting forest fire that threatened town of Montes.
Do.	Cleveland (10)							Recovered body of drowned man.
Do.	Coquille River (13)							Carried to hospital man who had broken his leg while working a board a wreck.
Apr. 22.	Isles of Shoals (1)	Off station	Rough Rider, m. b.					Transported boatman to facilitate repairs to his boat.
Do.	Atlantic City (5)	do	_____, sailboat					Capsized; towed in. The occupants, 2 boys, had righted and partly bailed boat out when station crew arrived.
Do.	Brazos (9)	do	Wild Duck, str.	233				Put 3 belated passengers on board and took off and landed 1 passenger who had received a radiogram stating that his wife was dying.
Apr. 23.	Seminole	Wilmington, N. C.						Assisted fire department in fighting fire in lumber mill, thereby saving dock property and a cotton mill, and preventing spread of fire to near-by village.
Do.	Newburyport (2)							Adrift; hauled out of water and later turned over to owner.
Do.	Lone Hill (4)	Great South Bay	_____, rowboat					Stranded in fog; carried messages, furnished transportation, took soundings, lightered cargo, ran lines, and performed other work incident to floating vessel.
Do.	Hammond (11)	Five Mile Point	Zenith City, str.	3,850	Coal	22		Beckaled; towed to a dock.
Do.	Harbor Beach (11)	Off station	_____, catboat			2		

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
May 1.	Tillamook Bay (13)....	Off station.						Assisted tug in ineffectual attempts to float schooner Oakland. Picked up drifting can buoy and notified Lighthouse Service. Ferried a clergyman across inlet. Sunk during winter; righted and hauled out on beach.
May 2.	Surfside (2)....							Went adrift; picked up and towed to station. Set adrift by ice; towed to station.
Do.	Great Egg (5)....	Off station.						Warned away from shore by Coston signal.
Do.	Duluth (11)....	Off station.						Picked up buoy which had gone adrift and turned over to Lighthouse Service.
Do.	Humboldt Bay (13)....	Off station	Anna, sloop					Transported supplies to Weather Bureau observer at Whitefish Point.
May 3.	Point of Woods (4)....	Off station	—, skiff					Put out fire in house, thereby saving several adjacent buildings.
Do.	Deer Park (11)....	do.	—, scow					Gave first aid to an Indian with broken leg and carried him to town for surgical treatment.
May 3-4.	Mackinac....	Whitefish Point	Unknown str.					Gave first aid to man suffering from severe nosebleed; then took him to Gloucester.
May 4.	do.	Lake Superior....						Stranded; assisted in floating.
Do.	Wallis Sands (1)....							Planted 6,500,000 whitefish and 1,500,000 lake trout off Point Iroquois for U. S. Fish Commission.
Do.	North Manitou Island (12).							Gave restorative treatment to a Japanese who had jumped overboard from outbound steamer; turned man over to immigration authorities.
May 5.	Gloucester (2)....	Great Channel.	Venture, m. b.	6				Warned away from shore by firing a gun.
Do.	Stone Harbor (5)....					3		Gave first aid to woman in childbirth and cured a doctor for her.
May 5-6.	Mackinac....							House set on fire by lightning; prevented fire from spreading.
May 6.	Hartley....	Fishermans Cove, Cal.	Asia Maru, str.					Engine disabled; towed to wharf.
Do.	Sandy Point (3)....	Off station	New Shoreham, str.			35		Unsuccessfully attempted to restore drowned man.
Do.	North Manitou Island (12).							Lost their way; given food, lodging, and dry clothes.
May 7.	Fletchers Neck (1)....						1	Summoned physician to attend master of vessel.
Do.	City Point (2)....	Dorchester Bay	—, m. b.					
Do.	Oswego (10)....							
May 8.	Isles of Shoals (1)....		Cayuga, m. b.			3	2	
Do.	Quoddy Head (1)....	Off station	Mayflower, Br. sch.	119				

Do.....	Point of Woods (4).....	Unknown str.....		Treated Italian suffering from ivy poisoning.
Do.....	Forge River (4).....	Frontenac, str.....	1,676	Dangerously near shore in fog; warned off by firing gun.
Do.....	Penney's Hill (7).....	Clatsop Spit.....	20	Warned away from shore by Coston signal.
Do.....	Harbor Beach (11).....	Off station.....	2	Took off important telegram from master to owners.
Do.....	Point Adams (13).....	—, m. b.....		Assisted in recovering valuable net caught on old wreck.
Do.....	Eagle Harbor (11).....	S. R. Kirby, str.....	2,338	Made extensive search for bodies of persons lost when steamer foundered on this date.
May 9.....	Mackinac.....	E. B. Osler, Br. str.....	4,361	Sent tugs to assistance of steamer.
Do.....	Lewes (6).....	Kimmount, Br. str.....	1,896	Put doctor aboard vessel to attend master, who was seriously ill.
Do.....	Wash Woods (7).....	Unknown str.....		Warned away from shoal by code signal.
Do.....	False Cape (7).....	do.....		Do.
Do.....	Point Adams (13).....	Scotia Queen, sch.....	108	Picked up fish net and returned to owner.
May 10.....	Burnt Island (1).....	—, sharpie.....		Stranded; ran kedge and made soundings.
Do.....	Lone Hill (7).....	Great South Bay.....		Adrift; recovered and held for owner.
Do.....	North Manitou Island (12).....	Jackson Park (12).....		Assisted in burying small child.
Do.....	Manistee (12).....	Yacht harbor.....	4 small yachts.....	Broke adrift during tidal wave; picked up and taken to safe moorings.
Do.....	Nahant (2).....	Off station.....	James H. Hall, m. b.....	Assisted in making landing during wind and rain storm.
May 10-11.....	Ossipee.....	do.....	2 motor boats.....	Engine trouble; assisted boats to get underway.
May 11.....	Toms River (5).....	Peaks Island, Me.....		Helped subdue forest and marsh fire, thereby saving 4 cottages from destruction.
Do.....	Chadwick (5).....			Helped fight fire in swamp and saved several buildings.
Do.....	Creeds Hill (7).....			Extinguished grass fire and saved a building near by.
Do.....	White River (12).....	Judge White, shp.....		Assisted in removing a house from barge to shore to avoid danger from threatening weather.
May 12.....	Point of Woods (4).....	Carmel, str.....	633	Pounding bottom in rough sea; pulled off into deep water.
Do.....	Willapa Bay (13).....	South Spit.....		Rudder broken; secured tugs and assisted in getting vessel into smooth water.
May 14.....	Wallis Sands (1).....			Assisted in putting out grass fire that threatened dwelling.
Do.....	Salisbury Beach (2).....			Summoned physician to attend woman seriously ill.
Do.....	do.....			Called a physician to attend man in an alcoholic fit.
May 15.....	Stone Harbor (5).....			Furnished transportation and otherwise assisted fish pound inspector making his rounds.
Do.....	Frankfort (12).....	—, m. b.....		Engine disabled and adrift out in lake; picked up by passing boat and brought to station; food and clothing furnished.
				3

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
May 16. Do.	Mackinac. Brazos (9)	Little Rapids, Mich.	—, rowboat.	—	—	—	—	Picked up and owner notified. Took from passing steamer and put aboard train a woman and 3 children, 1 of the latter, a baby, being very ill.
Do.	Point Adams (13)	Stage Island	—, skiff.	—	—	—	—	Drifting seaward; picked up and towed to wharf.
May 17. Do. Do. May 17-18.	Fletchers Neck (1) Brant Rock (2) Salisbury Beach (2) Chicamacomico (7)	Sylvy, m. b.	Lillian Estell, sch. 4 dories	13	—	1	1	Anchored in dangerous position; secured and owner sheltered at station.
May 18.	Mackinac	St. Marys River, Mich.	James H. Shrigley, Br. str. Acanthus, sloop Marie, sch.	459	Coal...	—	—	Stranded on dike; floated and safely moored.
Do.	City Point (2).	Quincy, Mass.	—	—	—	2	—	Broken up by surf; recovered gear for owners.
Do.	do	Neponset, Mass.	—	—	—	2	—	Made coffin and assisted in burial of man, late resident of Rodanthe, N. C.
Do.	South Manitou Island (12).	Off station	—, m. b.	—	—	1	—	Stranded; assisted in floating.
Do.	Cape Disappointment (13).	do	—, m. b.	—	Gill net	2	—	Recovered body of man drowned when boat capsized.
Do.	do	do	—, m. b.	—	do	—	2	Recovered property from swamped boat.
May 18-19.	Charlotte (10).	Byron Whitaker, Br.	1,388	—	—	22	—	Collided with bridge; stood by while railroad locomotive pulled vessel free.
May 19.	Mackinac	Bayfield Dike.	D. R. Hanna, str.	7,023	Iron ore	—	—	Stranded; took soundings and sent off telegram for master.
Do.	Monomoy Point (2)	Edith, m. b.	—	—	—	1	—	Engine disabled; stranded; salvaged removable material from boat.
Do.	Jones Beach (4)	King, m. b.	—	—	—	2	—	Piloted through bay to safe harbor.
Do.	Smith Island (6)	Berlin, Dan. str.	1,400	—	—	21	—	Stranded; assisted in running anchor and sent off messages.
Do.	Ashtabula (10)	do	—	—	—	1	—	Floated off breakwater.
Do.	do	—, rowboat.	—	—	—	—	—	Extinguished fire in outbuilding; fire discovered by patrol.
Do.	Yaquma Bay (13).	Heather, lighthouse tender.	—	—	—	—	—	Took injured man off tender outside and landed him for surgical attention.
Do.	Cape Disappointment (13).	Off station	—	—	—	—	—	Recovered gill net and restored it to owner.
Do.	Point Adams (13)	—	—	—	—	—	—	Procured tug for inbound sailing vessel.
May 19-20.	Coquille River (13)	—	—	—	—	—	—	Pilotage furnished vessel unfamiliar with bar.
May 20.	Two Mile Beach (5)	Off station	—	—	—	2	—	Put surfman on board to bring boat in; occupants incompetent.
Do.	Sturgeon Point (11)	do	—	—	—	—	—	Adrift; recovered and restored to owner.
		Francis, m. b.	—	—	—	—	—	—
		—, skiff	—	—	—	—	—	—

Do.....	Willapa Bay (13).....	Manzanita, lighthouse tender.	1,851	Lumber.....	31	Recovered body of drowned man. Assisted in placing buoy.
Do.....	Tallapoosa.....	Sand Key, Fla.	39	Fish.....	7	Transported injured man from vessel to marine hospital.
May 21.....	Burnt Island (1).....	Port Clyde, Me.	—	Stranded; assisted in floating on rise of tide.	2	Out of fuel; supply furnished.
Do.....	Toms River (5).....	Off station.....	—	Took flashlight messages from steamer and rendered minor assistance.	32	Procured tug for inward bound vessel.
Do.....	Aransas (9).....	Catania, str.....	3,269	Crude oil.....	—	Broke adrift from launch and capsized; both boats and a bicycle on board of 1 of them recovered and restored to owners.
Do.....	Old Chicago (12).....	2 rowboats.....	—	Drifted on riprap; sunk when floated and only man then on board taken off.	4	Out of fuel; supply furnished.
Do.....	Milwaukee (12).....	Idle Hour, m. b.	—	Recovered body of drowned man.	—	Procured tug for vessel, inbound.
Do.....	Manistee (12).....	Eugene, m. b.	—	Unable to make harbor in rising breeze; towed in.	2	Out of fuel; supply furnished.
Do.....	Sheboygan (12).....	Off station.....	—	Ran lines and hauled vessel into smooth water for mooring.	6	Procured tug for vessel, inbound.
Do.....	do.....	Stafford, sch.	199	Cedar ties.....	3	Unable to make harbor in rising breeze; towed in.
Do.....	Saint Joseph (12).....	—, sailboat.	—	Recovered body of man drowned when boat capsized.	2	Ran lines and hauled vessel into smooth water for mooring.
Do.....	Frankfort (12).....	Mary Ludwig, sch.	68	Dismasted in squall while racing; convoyed in through Heads.	—	Recovered body of man drowned when boat capsized.
Do.....	Coos Bay (13).....	do.....	—	Took sick man off vessel and landed him at Halifax for hospital treatment.	6	Recovered body of man drowned when boat capsized.
Do.....	Point Bonita (13), Fort Point (13).	Near Farallones.....	20	Fast on rocks; assisted in getting boat off and taking her into shallow water.	—	Warned away from beach by Coston signal.
May 22.....	Senea.....	Grand Banks.	363	Recovered 4 gill nets and restored them to owners.	32	Removed large log from path of shipping.
Do.....	Salisbury Beach (2), Newburyport (2).	Merrimac River.	—	Caught in ebb tide, and occupant, an old man, unable to reach shore; towed in and cared for overnight.	3	Caught in ebb tide, and occupant, an old man, unable to reach shore; towed in and cared for overnight.
Do.....	Fort Macon (7).....	Unknown vessel (13).	—	4 men adrift on pile driver, having lost their boat; took 3 off and recovered their launch.	—	4 men adrift on pile driver, having lost their boat; took 3 off and recovered their launch.
Do.....	Cape Disappointment (13). do.....	do.....	—	Stranded; assisted in recovering engine and rigging.	1	Stranded and sunk; assisted in recovering engine and rigging.
May 23.....	Chester Shoal (8).....	Indian River.	—	Adrift; towed to safe berth.	17	Procured tug for inward bound vessel.
Do.....	Coquille River (13).....	—, m. b.	—	Took stowaway off vessel, outward bound, and sent him back to San Francisco.	3	Parted anchor and stranded; hauled up clear of sea; succor furnished.
May 23-24..	Cape May (5).....	Delaware Bay.	—	Removed large log from path of shipping.	3	Caught in ebb tide, and occupant, an old man, unable to reach shore; towed in and cared for overnight.
May 24.....	Velasco (9).....	Frances, m. b.	—	Caught in ebb tide, and occupant, an old man, unable to reach shore; towed in and cared for overnight.	1	Caught in ebb tide, and occupant, an old man, unable to reach shore; towed in and cared for overnight.
Do.....	Point Adams (13).....	Winona, m. b.	—	4 men adrift on pile driver, having lost their boat; took 3 off and recovered their launch.	4	Stranded; assisted in floating.
Do.....	Point Bonita (13).....	Alcatraz, str.....	255	Stranded; assisted in floating.	3	Augustus, scow
May 25... ..	Coskata (2).....	Outing, m. b.	—	Stranded; assisted in floating.	1	Stranded; assisted in floating.
May 26.....	Ossipee.....	Maine coast.....	—	Stranded; assisted in floating.	4	Stranded; assisted in floating.
Do.....	Hummiwells Beach (1).....	Pond Island....	—	Stranded; assisted in floating.	3	Stranded; assisted in floating.
Do.....	Tawas (11).....	Saginaw Bay.....	5	Stranded; assisted in floating.	—	Stranded; assisted in floating.
Do.....	Beaver Island (12).....	Off station.....	—	Stranded; assisted in floating.	3	Stranded; assisted in floating.

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons su- cored.	Remarks.
1916:								
May 26	North Manitou Island (12).							
Do	Coquille River (13)	Meadow Island.	Roamer, m. b.			2		By hard work extinguished fire in hotel and prevented flames from spreading to village. Pilot over bar afforded tug with tow.
May 27	Point Lookout (4)					2		Engine disabled; towed to wharf.
Do	Cleveland (10).					2		Recovered body of drowned man.
Do	Buffalo (10)	Off station.	E. N. Smith, str			2		Missed channel and stranded; pulled off.
Do	Port Austin (11).							Attempted resuscitation of drowned boy.
Do	Thunder Bay Island (11).							Transported light keeper for repair of gas buoy.
May 28	Manomet Point (2)					1		Furnished dry clothing to man who had fallen overboard from his boat.
Do	Rockaway (4).	Off station.	Lenray, m. b.			2		Out of fuel; landed occupants to procure supply.
Do	Erie (10)	do	Mary K., m. b.			2		Engine disabled; towed in.
Do	do	do	Rose M., m. b.			4		Drifted against pier while trying to anchor; pulled off and towed to moorings.
May 28-29	Indian River Inlet (6).		Viking, m. b.			11		Stranded; pulled off and assisted in over bar.
May 29	Hartley		San Francisco, Cal.					Fire adjacent to gasoline tanks and extensive lumber yards; high wind; extinguished with assistance of fishermen; prompt work of cutter's crew saved large section of water front.
Do	Unalga, Bear..							Grounded in harbor; floated by lines from cutters.
Do	Amaknak Island		Dora, str.	320	General	39		Dismasted; minor assistance given.
Do	Island Beach (5)		Teal, catboat			2		Warned away from shoals by Coston signal.
Do	Hog Island (6)		Unknown str.					Engine disabled; towed to safety.
Do	Oregon Inlet (7)		_____ m. b.					Out of fuel; supply furnished and boat piloted into inlet.
May 30	Point Lookout (4)		Duke, m. b.			3		Search made for body of boy washed off rocks into surf.
Do	Golden Gate (13)							Transported injured woman from beach to ambulance.
Do	Southside (13).							Recovered gill net and restored to owners.
Do	Cape Disappointment (13).							Transported fishpound inspector on rounds.
May 30-31..	Barnegat (5), Island Beach (5), Little Egg (5), Atlantic City (5).							
Do	Bulow (8)							Pulled automobile out of sand and up beyond surf.

May 31.....	Sandy Hook (5) Harbor Beach (11).....		Attempted resuscitation of drowned man. Furnished assistance to man injured while on harbor construction work.
Do.....	South Haven (12).....	Off station.....	Attempted resuscitation of drowned girl.
Do.....	Brant Rock (2).....		Assisted in hauling motor truck out of mud.
June 1.....	Cleveland (10).....		Picked up body of drowned man and turned it over to police.
Do.....	Isle of Wight (6).....		Assisted in hauling automobile out of quick- sand.
Do.....	Ashtabula (10).....		Recovered body of drowned boy and turned it over to relatives.
Do.....	Michigan City (12).....		Picked up body of suicide and turned it over to coroner.
Do.....	Point Adams (13).....	Off station.....	Engine disabled; repairs made.
Do.....	Gloucester (2).....	Glocester Harbor.....	Assisted in recovering lost sloop.
June 3.....	Erie (10).....	Off station.....	Line in propeller; dry clothing given man who fell overboard while trying to remove line.
Do.....	Duluth (11).....	Near interstate bridge.....	Adrift in harbor; towed to station.
Do.....	Old Chicago (12).....		Recovered body of drowned man and turned it over to city authorities.
June 4.....	Racine (12).....		Recovered body of drowned man.
Do.....	do.....		Adrift; picked up and restored to owner.
June 5.....	Thunder Bay Island (11),		Reported defective light on gas buoy and took off keeper to make repairs.
Do.....	Milwaukee (12).....		Recovered body of drowned boy and sent it to morgue.
June 6.....	City Point (2) Old Chicago (12).....		Stuck on blocking in boat yard; hauled off.
Do.....	Jackson Park (12).....	Off station.....	Recovered body of woman suicide and turned it over to city authorities.
Do.....	Jackson Park (12).....		Broke from tow and stranded; assisted in floating.
June 7.....	Point of Woods (4) Charlevoix (12).....	do.....	Stranded; assisted in floating.
Do.....	Erie (10).....	Off station.....	Adrift; picked up and restored to owner.
June 8.....	Cross Island (1).....	do.....	Machinery disabled; helped tow to dock in harbor.
Do.....	Grande Pointe au Sable (12),	Off station.....	Engine disabled; stranded; hauled off and towed to safety.
Do.....	Point Betsie (12).....		Secured scows on beach; to prevent their going adrift, and notified owner; stored it to owners.
Do.....	Jackson Park (12).....	Off station.....	Picked up fish trap from breakers and re- stored it to owners.
June 9.....	Galveston (9).....		Adrift in harbor; restored to owners.
June 9-10..	Marblehead (10).....	18 miles west of station.	Picked up raft with man on board drifting helplessly in harbor.
June 10.....	Mackinac Island (11).....	Off station.....	Stranded; transported officers and crew; de- livered provisions to vessel, took soundings, and ran line for tug that pulled her off.
			Stranded in fog; ran line to steamer that pulled vessel off.
			Percival Roberts, Jr., str.
			7,593 Iron ore.....
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Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succored.	Remarks.
1916.	Klipsan Beach (13)							Picked up skiff and box of clothing supposed to have washed ashore from dredge Washington No. 1; held for claimant.
June 10 . . .								Picked up body of drowned man and turned it over to police.
June 11 . . .	Tuscarora . . .	10 miles northwest of station.	Gladiator, str. . .	207		10		Stranded in fog; ran kedge and towlines and otherwise assisted in getting vessel off.
Do . . .	Middle Island (11) . . .		Unknown steamer . . .					Picked up red buoy, beached it, and subsequently turned it over to lighthouse tender.
June 12 . . .	Southside (13) . . .		Pet, catboat . . .			1		Headed toward shoal; warned off by code signal.
June 13 . . .	Brant Rock (2) . . .		_____, skiff . . .			3		Out of gasoline and water; supply furnished.
Do . . .	Biscayne Bay (8) . . .	Off station . . .	Sunflower, str. . .	797		23		Treated boy who had run the fin of a drum-fish into his wrist.
Do . . .	do . . .		_____, sloop . . .					Assisted lighthouse tender in landing supplies and furnished transportation for inspector.
June 13-14 . . .	Brazos (9) . . .		Curaca, Br. str. . .	6,386	Nitrate soda . . .	1	1	Ran ashore in fog; occupant furnished food and dry clothing and boat floated.
June 14 . . .	Sandy Hook (5) . . .		Dolph, m. b. . .	5		58		Telegraphed for tugboats and otherwise assisted stranded steamer loaded with very valuable cargo.
Do . . .	Sullivans Island (8) . . .	Ackins Shoal . . .				1		Stood by while launch crossed out over dangerous bar.
Do . . .	Umpqua River (13) . . .	Off station . . .						Picked up crazed and intoxicated woman who had jumped from an automobile and turned her over to police.
Do . . .	Mackinac . . .							Adrift with engine disabled; assisted in running lines to wharf and at master's request took off and landed 2 men.
Do . . .	Portage (11) . . .	Off station . . .	F. R. Buell, str. . .	951	Lumber . . .	15		Out of fuel; towed to supply station.
June 16 . . .	City Point (2) . . .	Commercial Point . . .	Raven, m. b . . .			2		Do . . .
Do . . .	do . . .	do . . .	B. Y. C., m. b . . .			1		Drifted on beach; towed off and taken to landing.
Do . . .	Harbor Beach (11) . . .		Sadrid, catboat . . .					Transportation afforded in case of sickness.
Do . . .	Michigan City (12) . . .		_____, rowboat . . .			2		Engines disabled in bay; towed to mooring.
Do . . .	Point Adams (13) . . .		_____, m. b . . .					Tow became unmanageable in strong breeze; assisted clear of danger.
June 17 . . .	Erie (10) . . .		_____, m. b. (and tow) . . .			2		Assisted in towing swamped fish boat.
Do . . .	do . . .		Karu, m. b . . .			5		
Do . . .	Point Adams (13) . . .	Clatsop Bay . . .	Fish net . . .					

June 18.....	City Point (2).....	Dorchester Bay.....	Harriet C., m. b.....	
Do.....	do.....	Dorchester Bay.....	Alma, m. b.....	7
Do.....	do.....	Great South Bay.....	Newboy, s/p _____, m. b.....	7
Do.....	Lone Hill (4).....			4
Do.....	Louisville (10).....			
Do.....	Jackson Park (12).....			
Do.....	Point Bonita (13).....			
Do.....	Little Egg (5).....			
Do.....	Duluth (11).....			
Do.....	Saint Joseph (12).....			
Do.....	Willa pa Bay (13).....			
Do.....	Cape Disappointment (13).....			
Do.....	Point Adams (13).....			
June 19.....				
Do.....	City Point (2).....	Bay View.....	Thialfa, s/p.....	3
Do.....	Cape Disappointment (13).....			
June 20.....	Cahoons Hollow (2).....			
Do.....	Little Egg (5).....	Off station.....	_____	20
Do.....	Fenwick Island (6).....	Off station.....	_____	1
Do.....	Duluth (11).....	Off station.....	_____	3
Do.....	Umpqua River (13).....	Off station.....	_____	8
Do.....	Point Adams (13).....			
June 21.....				
Do.....	City Point (2).....	Thompson's Island.....	Dan C., m. b.....	2
Do.....	Short Beach (4).....	Hunts Creek.....	Maria, m. b.....	1
Do.....	Point of Woods (4).....		_____	2
Do.....	Seabright (5).....		_____	2
Do.....	Lewes (6).....	Off station.....	_____	6
Do.....	Louisville (10).....			
June 22.....				
Do.....	Isles of Shoals (1).....			
Do.....	Gloucester (2).....			
Do.....	Atlantic City (5).....			
Do.....	Cape Disappointment (13).....			
June 23.....	Oak Island (4), Fire Island (4).....	Fire Island Inlet.....	Frances V., m. b.....	2
Do.....	Marblehead (10).....	Off station.....		2
June 24.....				

Miscellaneous assistance—Continued.

Date.	Name of cutter or station.	Place.	Name and description of vessel assisted.	Tonnage.	Nature of cargo.	Persons on board.	Persons succeeded.	Remarks.
1916.								
June 25.....	Evanston (12).....	Castle Island.....	Shirid, catboat.....			2.....	2.....	Recovered body of drowned man. Ashore on rocks and leaking; towed clear and beached for repairs.
June 26.....	City Point (2).....		Pert, m. b.....			2.....	2.....	Leaking; towed to harbor after assisting with repairs.
Do.....	Newburyport (2) , Plum Island (2).		Off station.....					Parted line and stranded; recovered and returned to owner.
Do.....	Harbor Beach (11).....		_____, yawl.....					Piloted into harbor.
Do.....	Pentwater (12).....		Pere Marquette No. 7, str.	141		11.....	11.....	Disabled and drifting; towed to beach.
June 27.....	Tuscarora.....	Milwaukee.....	Hydroplane.....					Adrift; recovered and restored to owner.
Do.....	Coskata (2).....	Shovelfull Shoal.....	_____, rowboat.....					Vessels had gone ashore and afterwards floated off; assisted towboat in recovering them.
Do.....	Monomoy Point (2).....		Itasca, str., T. D. Hooper, bge.	1,416		14.....	14.....	Boat went over falls; 2 boats from station followed; all capsized; 1 member of crew drowned.
Do.....	Louisville (10).....		_____, flat.....			2.....	2.....	Assisted occupants (2 boys) to work boat into harbor.
Do.....	Milwaukee (12).....	Harbor entrance.....	Viking, slp.....			2.....	2.....	Recovered fish net.
Do.....	Point Adams (13).....	River entrance.....	_____, m. b.....			2.....	2.....	Boats, with nets out, had drifted together; towed one away from the other.
Do.....	do.....	do.....	2 motor boats.....			4.....	4.....	Recovered body of man found dead in brush. Piloted to a landing.
Do.....	Southside (13) .							Stolen from moorings; overhauled after chase and owner put on board.
June 28.....	Big Sandy (10)		Northern Light, sch.	40		3.....	3.....	Stranded; hauled up on beach out of danger.
June 29.....	City Point (2).....	Deer Island Light.....	Doddle, catboat.....			3.....	3.....	Standing onto shoals; warned off by code signal.
Do.....	Quonochontaug (3) .		Rita, slp.....			1.....	1.....	Recovered body of drowned boy and turned it over to coroner.
Do.....	Wash Woods (7).....		Unknown str.....					Gave surgical treatment to boy who had burned his foot, and carried him to his home.
Do.....	Oswego (10).....							Machinery disabled; towed to mooring.
Do.....	Ashtabula (10).....							Unable to make headway; drifting into lake; towed inside.
Do.....	Erie (10).....	Off station.....	Nina, m. b.....			3.....	3.....	Took off pier and turned over to police for transportation to his home man overcome by heat.
Do.....	Jackson Park (12).....		_____, sailboat.....			2.....	2.....	Assisted in getting underway from unsafe anchorage on reef.
Do.....	Michigan City (12).....							Adrift in lake; recovered.
Do.....	Plum Island (12).....					100	Cedar posts.....	James H. Hall, m. b.....
Do.....	Saint Joseph (12).....							_____, skiff.....

Annual Report Coast Guard, 1916.

PLATE XII.



RECOVERING OF DERELICTS.

Men from the "Seminole" making hawser fast to capsized schooner.

Summary of derelict operations, fiscal year 1916.

Date.	Name of cutter or station.	Name of derelict.	Description of derelict or obstruction.	Locality where found.	Duration of operations.		Disposition of derelict or obstruction.	Value if recovered.	Remarks.
					Days under way.	Miles cruised.			
July 4.....	Mohawk.....	Spar and rigging.....	Off Forked River, N.J.	1	110	Blown up.....			
July 14.....	Miami.....	Mast.....	Lat. $39^{\circ} 58'$ N., long. $73^{\circ} 55'$ W.	1	120	do.....			
Aug. 17-18.....	do.....	Schooner.....	Lat. $24^{\circ} 50'$ N., long. $83^{\circ} 52'$ W.	2	170	Towed to Key West.	\$10,000		
Sept. 2-5.....	do.....	Oscar G.....	Lat. $25^{\circ} 85'$ N., long. $85^{\circ} 45'$ W.	4	185	do.....	8,000		
Do.....	Tallapoosa.....	Unknown.....	Sunken schooner.....	5	320	Blown up.....			
Sept. 6-7.....	do.....	do.....	Lat. $28^{\circ} 57'$ N., long. $92^{\circ} 24'$ W.	2	240	Removed standing rigging.			
Sept. 13.....	Seneca.....	M. V. B. Chase.....	Oil Spot Shoal, off Sandy Hook.	1	30	Blown up.....			
Sept. 25-26.....	do.....	do.....	Off Georges Bank.....	1	240	do.....			
Oct. 7-11.....	Acushnet.....	Masts and spars.....	Great Round Shoal.....	2	150	do.....			
Oct. 21-22.....	Apache.....	Schooner.....	Point No Point, Chesapeake Bay.	2	170	Towed to Baltimore.	9,900		
		James H. Hargrave.							Collided with steamer in fog, dismasted and stove in; filled; assisted in towing vessel into port.

Oct. 21.....	Tallapoosa.....	2 spars.....	1	125	Broken off and blown up.			
Oct. 24.....	Miami.....	Mast.....	1	70	Blown up.			
Nov. 9.....	Onondaga.....	Wreckage.....	1	99	do.....			
Do.....	do.....	Hatch coaming.....	1	99	Beached.....			
Nov. 17-18.....	Acushnet.....	Thomas Brundage.....	1	99	Blown up.			
Dec. 2.....	Onondaga, Poynters Hill (7). .	Masts and rigging of schooner.....	2	100	Blown up and beached.			
Dec. 5.....	Ossipee.....	Target raft.....	1	100	Blown up and beached.			
Dec. 12.....	do.....	Spar.....	1	180	Took spar on board			
1916.	Jan. 25-27.....	Approach to Portland Harbor, Me.....	1	29	Recovered.....			
Jan. 19-21.....	Onondaga.....	Part of hull.....	2	45	Beached.....			
Jan. 26.....	do.....	Unknown.....	2	74	Towed to New- port News.	600		
Jan. 29.....	Ossipee.....	Anna.....	2	56	Took aboard			
Feb. 6.....	Gresham.....	Schooner.....	1	83	Landed spar.....			
Feb. 6, Mar. 10.	Mohawk.....	2 spar buoys.....	1	28	Blown up.....			
	John Bossert.....	Spar with rigging attached.....	2	66	do.....			
		Monhegan Light, Me.....						
		Lat. 41° 51' N., long. 70° 10' W.						
		Scotland Lightship.....						

Spars projecting from sunken vessel; pulled 1 spar loose and destroyed the other by mine. Mast 22 inches diameter floating upright; destroyed by mine. Wreckage in track of coastwise shipping; destroyed by mines. Almost invisible and very dangerous; towed to Fishermans Island and beached. Wreckage from burned vessel destroyed part by mines and brought part ashore. Target raft lost in gale; fast to anchor and cable when found; freed from cable by 60-foot spar attached to submerged wreckage; dangerous menace to small vessels. Removed from entrance to Portland Harbor where it was menace to small craft.

After portion, 60 feet long, of vessel that had been burned; beached. Deck load shifted and vessel capsized in squall; picked up and towed to Newport News, Va. 1 spar 25 feet long, the other 20 feet, picked up and taken to Lynnhaven Roads. Fast to submerged wreckage; standing upright and projecting a foot above water; very dangerous to navigation; pulled adrift and taken ashore. Projecting a few feet above water; blown up by 2 mines. 2 spars projecting above water completely destroyed, leaving clear depth of 9 fathoms over hull.

Summary of derelict operations, fiscal year 1916—Continued.

Date.	Name of cutter or station.	Name of derelict.	Description of derelict or obstruction.	Locality where found.	Duration of operations.	Disposition of derelict or obstruction.	Value if recovered.	Remarks.
					Days under way.	Miles cruised.		
1916. Mar. 11.....	Mohawk.....	Unknown.....	Barge.....	Off Jones Inlet, N. Y.	1	72	Blown up.....	
Mar. 11-12.....	do.....	Shenandoah.....	Schooner.....	do.....	2	62	do.....	
Apr. 8-10.....	Onondaga.....	Chas. A. Campbell.	Schooner	North Atlantic Ocean.	3	90	\$100,000	Waterlogged at sea and abandoned; picked up and towed to Norfolk with great difficulty.
Apr. 16.....	Mohawk.....		Spar.....	Off Fenwick Island Shoal.	1	235	do.....	Blown up, leaving depth of 21 fathoms where spar had been.
Apr. 27.....	O n o n d a g a, Hog Island (6).	N. H. Burrow.....	Schooner.....	Off Great Machipongo Inlet, Va.	1	64	do.....	Bowsprit 40 feet long and 2 feet square held to bottom by rigging; blown up by mine and timber towed ashore by Hog Island station crew.
June 10.....	Arcata.....		Barge.....	Off West Point, Wash.	1	12	Towed to Seattle..	Sunken barge; dangerous to navigation; towed to Seattle and turned over to Army engineers.

REMOVAL AND DESTRUCTION OF DERELICTS, WRECKS, AND OTHER OBSTRUCTIONS TO NAVIGATION, IN COOPERATION WITH THE WAR DEPARTMENT.

EXTRACTS FROM THE REGULATIONS, UNITED STATES COAST GUARD.

3904. The following instructions shall be observed by the commanding officers of all cutters relative to derelicts, wrecks, etc.:

FLOATING DANGERS.

(a) Derelicts and other floating dangers to navigation wherever found shall be taken to the most convenient port, whenever practicable.

(b) Whenever it is not practicable to take a derelict or other floating danger into port it should be destroyed or beached, extreme care being exercised in each case that such destruction does not leave sunken or floating wreckage of such size or character as to constitute a menace to passing ships. If the derelict or other floating danger is to be destroyed within the navigable waters of the United States and the emergencies of the case permit, the engineer officer in charge of the district shall be communicated with by telegraph or otherwise consulted before final action is taken.

(c) Whenever circumstances make it necessary for a cutter to destroy a derelict or other floating danger to navigation within the navigable waters of the United States, the commanding officer shall at once notify the engineer officer of that district.

SUNKEN OBSTRUCTIONS.

3905. Whenever the commanding officer of a cutter has knowledge of any obstruction to navigation of the character described in sections 19 and 20 of the act of March 3, 1899, in any river, lake, harbor, or canal, or inside a line connecting the headlands of any sound or bay, he shall at once notify the district engineer officer and take no further action except on request of that officer.

3906. When the commanding officer of a cutter has knowledge of any obstruction to navigation of the character described in sections 19 and 20 of the act of March 3, 1899, within the navigable waters of the United States (not being in any river, lake, harbor, or canal, or not inside a line connecting the headlands of any sound or bay) he shall proceed as follows:

(a) If the obstruction does not stop, seriously interfere with, or specially endanger navigation, and immediate removal is not necessary, the commanding officer shall notify the district engineer officer and take no further action except upon the request of that officer.

(b) If the obstruction does stop, seriously interfere with, or specially endanger navigation, and there is not time to communicate with the district engineer officer, the commanding officer is authorized to remove or destroy such obstruction so far as to clear the channel, using his best judgment to prevent any unnecessary injury in the premises. He shall notify the district engineer officer of his action as soon as practicable.

(c) In either of the cases cited in paragraphs *a* and *b* of this article the commanding officer shall see that the wreck is properly buoyed or lighted before he leaves it, the details and cost of the same to be reported to the district engineer officer.

3907. Sunken obstructions outside the navigable waters of the United States shall be removed or destroyed by the Coast Guard when deemed practicable.

ASSISTANCE TO DISTRICT ENGINEER OFFICERS.

3908. (1) A division commander is authorized, upon request from a district engineer officer, to direct any vessel of his division to give the latter officer such assistance in the removal of wrecks as may be practicable and mutually agreed upon.

(2) Commanding officers of cutters not attached to a division are authorized, upon request from a district engineer officer, to give the latter such assistance in the removal of wrecks as may be practicable and mutually agreed upon.

(3) Division commanders and commanding officers are authorized to correspond directly with the district engineer officers on matters concerning the removal of wrecks.

* * * * *

12. Nothing in this order is to be construed as affecting or changing in any way whatever the duties and responsibilities resting upon the commanding officers of all revenue cutters to give assistance to vessels in distress. Whenever a stranded vessel is floated by a cutter such assistance does not fall within the class of operations comprehended by this order.

**REGATTAS AND MARINE PARADES
PATROLLED: 1916**

Regattas and marine parades patrolled by the Coast Guard.

Event.	Date.	Place.	Cutter employed.
Celebration of Hyak Mammooks.	July 1-2.....	Anacortes, Wash.....	Arcata.
Hudson River Racing Association.	July 3.....	Hudson River.....	Manhattan.
Pensacola Yacht Club regatta.	July 3, 5.....	Pensacola Bay.....	Penrose.
Water carnival.....	July 5.....	Perth Amboy, N. J.....	Guide, Manhattan.
Motor boat regatta.....	July 5-7.....	Hannibal, Mo.....	Lch. Patrol.
Canoe race.....	July 6.....	Sault Ste. Marie, Mich.....	Mackinac.
Boat races.....	July 18-23.....	Put-in-Bay, Lake Erie.....	Morrill.
American Waterways Association pageant.	July 24-25.....	Bayonne, N. J.....	Guide.
Peoples' regatta.....	July 31.....	Lynn, Mass.....	Gresham.
Arundel Rowing Club.....	July 31.....	Baltimore, Md.....	Apache.
Boat races.....	Aug. 14, 16-18.....	Manhasset Bay, N. J.....	Manhattan.
Astoria annual regatta.....	Sept. 2-4.....	Astoria Bay.....	Snohomish.
Hudson River Yacht Racing Association.	Sept. 6.....	Poughkeepsie, N. Y.....	Manhattan.
Chicago-Indiana Harbor Yacht Club sailing races.	Sept. 6-7.....	Chicago, Ill.....	Lch. Patrol.
Hydroplane races (associated yacht and power boat clubs of America).	Sept. 7-9, 11.....	do.....	Tuscarora.
International sailing yacht race, Panama-Pacific International Exposition.	Sept. 4, 12.....	San Francisco, Cal.....	Golden Gate.
Maryland Motor Boat Club.	Sept. 18.....	Baltimore, Md.....	Apache.
Marine pageant, Panama-Pacific International Exposition.	Oct. 23.....	San Francisco, Cal.....	Golden Gate.
Motor boat races, Panama-Pacific International Exposition.	Oct. 27-30.....	do.....	Do.
Mardi Gras water parade.....	Mar. 6.....	Mississippi River.....	Davey.
Boat races.....	Apr. 22.....	Oakland Creek, Cal.....	Bear, Golden Gate.
Regatta, Sacramento Boat Club.	May 13.....	Sacramento, Cal.....	Golden Gate.
Regatta.....	May 30.....	Harlem River, N. Y.....	Manhattan, Guide.
Races, Motor Boat Club of Savannah, Ga.	June 3.....	Thunderbolt, Ga.....	Tybee.
Regatta, Motor Boat Association.	June 14.....	Sault Ste. Marie, Mich.....	Mackinac.
Regatta, Southern Rowing Association.	June 17.....	Richmond, Va.....	Apache.
Yacht race.....	do.....	Lake Michigan.....	Tuscarora.
Intercollegiate rowing races.....	June 17-19.....	Poughkeepsie, N. Y.....	Manhattan, Mohawk, Calumet, Guide.
Yale-Harvard regatta.....	June 23.....	New London, Conn.....	Gresham, Acushnet, Mohawk, Academy.
Motor boat races.....	June 24.....	Lake Michigan.....	Tuscarora.
Inter-club Yacht races.....	June 26.....	New London, Conn.....	Gresham, Acushnet.
Regatta.....	do.....	Oyster Bay, N. Y.....	Mohawk.
Do.....	June 27.....	Indian Harbor, Conn.....	Do.
Do.....	June 28.....	Huntington Bay, L. I.....	Do.
Do.....	June 29.....	Black Rock Harbor, Conn.....	Do.
Do.....	June 30.....	Stamford, Conn.....	Do.

CHARACTERISTIC LETTERS RECEIVED
ACKNOWLEDGING THE SERVICES
OF THE COAST GUARD: 1916

CHARACTERISTIC LETTERS RECEIVED ACKNOWLEDGING THE SERVICES OF THE COAST GUARD, 1916.

SMITH & TERRY (INC.),
116 Broad Street, New York, July 8, 1915.

Hon. SECRETARY OF THE TREASURY,
Washington, D. C.

DEAR SIR: I take this means to express my appreciation of the very valuable services rendered to me and the schooner *C. C. Wehrum* while in distress off Cape Henry recently, by the officers and crew of the revenue cutter *Onondaga*.

My vessel had passed through an exceedingly heavy gale of wind, during which she filled full of water, and to prevent our stranding we anchored the vessel about 15 miles south of Cape Henry. While in this predicament the *Onondaga* came along and took off my crew, and subsequently when the weather moderated she took us back to the vessel and helped us heave our anchors and towed the vessel into Hampton Roads. Had the cutter not come to us when she did it is probable that the vessel and cargo would have been a total loss, and there is a possibility that the lives of the crew and myself would have been lost.

If you will kindly convey our appreciation and thanks to the officers and crew of the *Onondaga* for their very valuable assistance, I will feel greatly obliged.

Yours, truly,

J. F. WILBERT, Master

CHICAGO, ILL., August 2, 1915.

To the LIFE-SAVERS AT PENTWATER STATION,
Pentwater, Mich.

MY DEAR SIRS: I want to express to you the heartfelt gratitude of all my family for your rescue work ¹ last evening. Our appreciation is freighted with all good wishes for your dear, noble men in the grand work you are engaged in. Your work is akin to that of the Master, who came on earth to save people. I am using a statement made to me to-day by one of your men: "If we had failed to save those people we would be humiliated; we saved them, and are glad just like you; that is our reward."

The sentiment and spirit underlying the above embodies every element of Christian love and service. After all, Christianity is but a service to one's fellow man. All honor and glory to you, life-savers. What a satisfaction it must be to you all to feel that you have saved a life and given joy and happiness full and running over to a father and mother and friends. God works through human means and human channels, and now I know that through your rescue work there comes to many a vision of Him who rules the waves.

I find on investigation that your station deserves hearty congratulations for the remarkably short time it took you to reach those drowning people. A party who was standing out on the pier said that you reached the scene in three minutes. Considering the distance, something over half a mile, I believe this was wonderful. Such efficiency should not pass unnoticed. Assuring you of the unbounded gratitude of all of us,

Sincerely, yours,

F. MERIWETHER.

MARINE CITY, MICH., August 4, 1915.

Keeper J. D. PERSONS,
Thunder Bay Island Coast Guard Station, Alpena, Mich.

DEAR Mr. PERSONS: I wish to express to you my appreciation of the very efficient aid rendered by the men of your station in helping to release the steamer *James H. Prentice*, ashore on Sugar Island on July 27. The men did excellent work, and we are thankful for their services.

Very truly, yours,

SYDNEY C. McLOUTH.

¹ The three persons rescued on this occasion, two women and a man, were in a canoe that capsized. The women were taken from the water unconscious and the man nearly so. All were given restorative treatment.

COPY OF RESOLUTION ADOPTED BY THE BOARD OF MARINE UNDERWRITERS OF SAN FRANCISCO AT THEIR REGULAR MEETING HELD ON AUGUST 10, 1915.

WHEREAS the United States Coast Guard steamer *Unalga* went to the assistance of the steamer *Georgian*, stranded near Drake's Bay on August 2, 1915, notwithstanding the heavy fog prevailing on the coast, and was largely instrumental in floating said steamer: It is

Resolved, That the thanks of this board, whose members were largely interested in the insurance on the cargo of the *Georgian*, be tendered to Capt. H. G. Hamlet, the officers and crew, of the *Unalga* for the promptness and skill displayed in rendering this service.

EDW. L. WOODS, *Secretary*.

GRAND TRUNK ROUTE,
NORTHERN NAVIGATION CO. (LTD.),
Sarnia, Ontario, August 16, 1915.

The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: On Saturday morning, July 31, our steamship *Noronic* grounded on the head of Belle Isle in the Detroit River while on her way to Detroit to take on board passengers, and was hard aground there until Tuesday, August 3.

In the meantime Capt. G. C. Carmine, of the United States Coast Guard cutter *Morrill*, came alongside in the interests of his Government, and he performed his duties in such a gentlemanly way and was so courteous throughout the whole transaction that I feel constrained to compliment the United States Government on having an officer of his caliber in charge of one of your ships.

While performing his duties he advised us he was there to render whatever assistance he could as well. He did render very efficient assistance, for which this company is very grateful, and I am writing this letter in recognition of his courteous treatment and assistance.

Yours, truly,

W. J. McCORMACK, *Superintendent*.

CHICAGO, ILL., *August 17, 1915.*

KEEPER, UNITED STATES COAST GUARD STATION,
South Haven, Mich.

DEAR SIR: I take this opportunity to express my great appreciation of the excellent service which you performed for myself, crew, and guests on board the yacht *Allebasi* when we were in distress on the 11th instant on account of engine trouble.

It certainly is a great pleasure to realize that you and your crew are always on the job and ready to answer a call as you did then. I will always feel secure when traveling through your waters. Thanking you for the service rendered, I beg to remain,

Very sincerely yours,

FRITZ SCHOUTZ.

CITY OF NOME, ALASKA, OFFICE OF MAYOR,
August 30, 1915.

CAPTAIN COMMANDANT, UNITED STATES COAST GUARD,
Washington, D. C.

SIR: I desire to convey to you an expression of the appreciation of the citizens of Nome and the Seward Peninsula for the many acts of assistance and service rendered to them by the United States Coast Guard cutter *Bear*, Capt. C. S. Cochran, commanding.

Especially are we appreciative of the services rendered in facilitating the delivery of the United States mail at Nome on those occasions when the mail had been dispatched on freight boats, via St. Michael. On such occasions, in making the prompt transfer to Nome, the entire community has been signally benefited.

Respectfully,

GEO. A. DIAMOND, *Mayor.*

RYE, N. H., September 3, 1915.

To KEEPER WELLS AND THE MEMBERS OF THE WALLIS SANDS COAST GUARD CREW:

I want to thank you, and congratulate you on your efficiency, for saving my father's life yesterday afternoon. You rowed in just six minutes from the beach out through a heavy surf to where my father was afloat. Every minute your boat was in danger of being overturned. Splendid courage and cool judgment were displayed by you all, and father has you to thank for being alive and well this morning.

The Coast Guard Service is lucky to have men of your courage in its employ, and I hope your superiors will understand that you saved a life in a heroic manner. Any time I can aid you in any way I will be glad to do so.

Gratefully yours,

PAUL HAYNES,
22 Leonard Avenue, Cambridge, Mass.

MONTAGUE, MICH., September 19, 1915.

SUPERINTENDENT TWELFTH COAST GUARD DISTRICT,
Grand Haven, Mich.

MY DEAR SIR: Last night I was forced to call upon Keeper Curran, of the White River Coast Guard station, and his life-savers.

With the engine in my motor boat *Georgia* broken, I drifted helplessly upon a sandy, wooded beach, and had the prospect of spending the night there had not Keeper Curran responded very quickly to my call of distress. I can not find words to express my appreciation of the efforts made by him and his men to get me out of my predicament. It was tough work, for there was a high sea, and again and again the waves forced their boat back on the beach.

I am so thankful that White Lake is so well protected by so gallant a keeper and such a fine crew. Their work is indeed commendable.

Sincerely,

MRS. GEO. HARRISON.

SOUTH BOSTON YACHT CLUB,
South Boston, Mass., October 7, 1915.

Capt. J. G. BALLINGER,
United States Coast Guard, Boston, Mass.

DEAR SIR: At a meeting of the South Boston Yacht Club, held on Wednesday evening, October 6, 1915, it was unanimously voted to extend to you a vote of thanks for the good work done by your City Point station during the last season, especially on Sunday,¹ September 26, 1915.

Very truly, yours,

WILLIAM F. COGAN, Secretary.

NEW YORK, October 13, 1915.

UNITED STATES COAST GUARD,
Washington, D. C.

GENTLEMEN: I beg to call your attention to the valuable services rendered by the crew of the Monomoy Point Coast Guard station when the schooner *E. Marie Brown*, of Portland, Me., was ashore on Stone Horse Shoal, Mass., September 29. They navigated the vessel through a very narrow and dangerous channel between the rips and brought her out into deep water to safety, thereby saving approximately \$25,000 worth of property.

I also wish to call your attention to the prompt arrival on board the above-named vessel, after distress signals were displayed, of the crew of the Coskata Coast Guard station. While their services were not needed, their prompt appearance on the scene goes to prove that they must have kept a proper lookout, as their station was quite far in the distance.

Respectfully yours,

JOHN BROWN, Master.

¹ On this day the City Point station rendered assistance to 35 vessels.

PITTSBURG STEAMSHIP Co.,
Cleveland, Ohio, October 22, 1915.

SUPERINTENDENT UNITED STATES COAST GUARD,
Harbor Beach, Mich.

DEAR SIR: On October 8 we ran aground on Point Isabelle, Bete Gries Bay, Lake Superior, and as soon as Keeper Tucker, of the Eagle Harbor Coast Guard station, was informed of the accident he came to us with his large power boat. He advised me that he was there to do anything I would ask of him, and to stay by us until all danger was past.

That night a southeast gale started to pound the steamer very hard, and at 9 p. m. our hold was full of water and our engine and boiler rooms filling fast. As there was great danger of the steamer breaking up I decided to take our crew and go ashore in the Coast Guard lifeboat. Keeper Tucker got us all into the boat, making 32 persons in all, and took us to the Mendota Lighthouse. He brought us back the morning of the 10th, and we stayed aboard all day, but an ESE. wind and sea rose, and as we had no heat, the steamer being full of water, I had him take us ashore again. He brought us back on the morning of the 11th, and as assistance had arrived by that time he went back to his station.

I can not thank the Coast Guard or Keeper Tucker and his crew too much for the service they rendered us.

Very truly,

H. J. CLEGG,
Master of Steamer "James B. Neilson."

GLoucester Mutual Fishing Insurance Co.,
Gloucester, Mass., November 10, 1915.

Capt. NELSON F. KING,
Life Saving Station, Gloucester, Mass.

DEAR SIR: The directors of the Gloucester Mutual Fishing Insurance Co. hereby extend to you their thanks for assistance of yourself and crew in floating schooner *Juno* from Half-Way Rock on the night of November 1, and assure you of their appreciation for services rendered on this and other occasions.

Per order.

FRANCIS BENNETT, Secretary.

THE BOARD OF HOME MISSIONS,
PRESBYTERIAN CHURCH IN THE UNITED STATES OF AMERICA,
156 Fifth Ave., New York, November 17, 1915.

Capt. ELLSWORTH P. BERTHOLF,
Commandant, Coast Guard, Treasury Department, Washington, D. C.

MY DEAR SIR: Permit me to express to you, and through you to Capt. Cochran and the officers of the United States steamship *Bear* the very cordial appreciation of this board of the courtesies extended to our Dr. T. H. Spence and wife on their journey last summer to Point Barrow, to which point they had just been appointed as missionaries under this board. Dr. Spence writes in very warm terms of the kindness and courtesy extended by Capt. Cochran and his officers, and we wish to second these expressions of appreciation.

Very cordially, yours,

H. C. OLIN, Treasurer.

OAKLAND, CAL., November 19, 1915.

Keeper JOHN S. CLARK,
Fort Point Coast Guard Station, Presidio, Cal.

DEAR SIR: Permit me to express my appreciation of the effective work done by the men from your station under the command of Walter M. Robbins, who extinguished the fire on my motor boat *Pilgrim* last Sunday, and towed the hull to the exposition wharf. The fire had made tremendous headway before your men had time to get there, and I was surprised and gratified to find that they saved as much of the boat as they did. While the entire interior was destroyed, the hull itself is practically uninjured. The men were also very thoughtful in removing the search-light and electric horn to prevent their being damaged.

I especially commend their courage in venturing on the boat, which others feared to approach because of the supposed danger from explosion of the gasoline tanks. Although subjected to intense heat, the tanks did not explode, because they were well ventilated, but of this your men were of course unaware.

I will appreciate it if you will convey my thanks to Mr. Robbins and his men.

Very respectfully,

F. A. HYDE.

YACHT "WISDOM," OF NEW YORK,
Hatteras Inlet, November 22, 1915.

KEEPER HATTERAS INLET COAST GUARD STATION.

DEAR CAPTAIN: I wish to thank you and your boys for your good work and help in getting me off the shoal in the inlet.

My anchor would not hold, and even after dropping the second one she kept going until she brought up on the lee shoal. You and your crew have been very kind and ready to render assistance, which we sorely needed.

Let me again thank you for pulling us off.

Yours, sincerely,

DR. EDWARD A. SALISBURY.

NOVEMBER 24, 1915.

SUPERINTENDENT THIRTEENTH COAST GUARD DISTRICT,

San Francisco, Cal.

SIR: I wish to acknowledge the valuable and efficient service rendered me by Keeper Gronbech and crew of the Southside station. Their prompt response to my signal was the means of saving my boat and gear without any loss.

I certainly appreciate their good work, and wish the department to know it.

Respectfully, yours,

MICHAEL GERALDI.

EXMORE, VA., December 2, 1915.

Capt. JOHN RICHARDSON,

Broadwater, Va.

DEAR SIR: I wish to thank you for the prompt assistance that you rendered my fishing crew on the 24th of last month. I hope that the late date of the acknowledgment does not detract, in your judgment, from its sincerity, as I have been behind in my correspondence, owing to the press of work.

Again thanking you, and with kind personal regards, I am,

Very truly, yours,

WALKER FISH Co. (Inc.).
W. H. WALKER, Secretary.

310 SANSOME STREET,
San Francisco, Cal., December 8, 1915.

Senior Capt. W. E. REYNOLDS,

United States Coast Guard, Customhouse, San Francisco, Cal.

DEAR SIR: On behalf of the yachtsmen of San Francisco Bay, and more especially of the regatta committee of the Panama-Pacific International Exposition, I desire to convey to you our very sincere appreciation of the many courtesies extended to us by your service during the yachting period. Your assistance was most valuable, and it is sincerely appreciated by all.

Yours, very truly,

JOHN BARNESEN,
Chairman Yachting Regatta Committee,
Panama-Pacific International Exposition.

BUFFALO, N. Y., December 27, 1915.

The SECRETARY OF THE TREASURY,

Washington, D. C.

SIR: I wish you would accept this belated acknowledgment of the services extended by the Coast Guard cutter *Morrill* on November 14, 1915, in releasing the tug *Henry E. Gillen* from the beach at Erie, Pa. Had it not been for the timely arrival of the

Morrill the *Gillen* would in all probability have been a total loss, as on the following day a heavy northwest wind sprang up.

I can not praise the work of Capt. Carmine, the commander of the *Morrill*, too highly.

Yours, respectfully,

NYANZA TRANSIT CO.,
J. A. BOLAND, *Traffic Manager.*

BUFFALO, N. Y., December 27, 1915.

The SECRETARY OF THE TREASURY,
Washington, D. C.

SIR: I wish to compliment the Coast Guard Service upon having such men as Keeper Seymour, commander of the Coast Guards at Erie, Pa.

The steamer *P. D. Armour* and the tug *Henry E. Gillen* were wrecked on the beach at Erie, November 13, and Keeper Seymour and his men rendered valuable service in taking off the crews of both boats and, subsequently, in assisting in the release of the *Gillen*, on November 14.

Thanking the Government, and the Coast Guards at Erie in particular, we are,
Respectfully yours,

NYANZA TRANSIT CO.,
J. A. BOLAND, *Traffic Manager.*

NEW YORK, December 28, 1915.

Capt. FRANCIS A. LEVIS,
Commanding Coast Guard cutter "Seneca," New York, N. Y.

DEAR SIR: We beg to express our appreciation of the assistance rendered to us by the cutter under your command in connection with our salvage operations on the Portuguese bark *Pero D'Alemquer*, stranded at Mantoloking, New Jersey coast, on December 18, 1915.

Please accept our compliments of the season.

Yours, very truly,

MERRITT & CHAPMAN DERRICK & WRECKING CO.,
By I. J. MERRITT, *President.*

WASHINGTON, N. C., January 7, 1916.

CAPTAIN COMMANDANT, COAST GUARD.

DEAR SIR: Please allow me to express to you the highest possible appreciation of assistance rendered by the captain of the Coast Guard steamer *Pamlico* in saving my boat, the sloop *Spindrift*, which was disabled and sunk in Pamlico Sound. I can not say too much for his kindness. I want to thank you and both him and his crew.

Yours, respectfully,

OTTO PETTESEN, *Master.*

SAN FRANCISCO, CAL., January 10, 1916.

The CAPTAIN COMMANDANT, UNITED STATES COAST GUARD,
Washington, D. C.

DEAR SIR: On December 27 last the sailing schooner *Sausalito* was driven ashore at Waaddah Island, Neah Bay, State of Washington, during a very heavy gale.

As the master of said vessel I desire to convey to the Coast Guard, and particularly to Keeper G. W. McAfee and crew of the Baaddah Point station, my gratitude for their prompt and efficient service, rendered at above date and place, whereby the entire crew of my vessel was rescued; also for the uniform kindness shown us by the entire force after we were safely landed on the beach. I beg to remain,

Sincerely, yours,

NIELS P. PETERSEN, *Master.*

DEPARTMENT OF COMMERCE,
OFFICE OF THE SECRETARY,
January 20, 1916.

SIR: This department desires to express its appreciation for the cooperation of Mr. Benjamin Truedell, keeper of the Grand Marais Coast Guard station, Michigan, in exhibiting the Grand Marais Harbor of Refuge light on the night of December 16, 1915, for the purpose of guiding a fishing vessel into anchorage.

Respectfully,

A. L. THURMAN, *Acting Secretary.*

SECRETARY OF THE TREASURY, *Washington, D. C.*

PHILADELPHIA, *February 14, 1916.*

Capt. ELLSWORTH P. BERTHOLF,

Captain Commandant, United States Coast Guard.

DEAR SIR: On behalf of the underwriters on hull and cargo of the steamship *Algiers*, which stranded in the Gulf of Mexico, on the coast of Louisiana, December 28, 1915, we desire to express our appreciation of the very effective and intelligent assistance rendered by the revenue cutter *Tallapoosa*, and the uniform courtesy of her officers and crew as extended to our representative, Mr. Edwin R. Booth, whom we sent to the wreck in the interest of the underwriters. The service rendered by the *Tallapoosa* was invaluable, as without her assistance it is doubtful if the steamship could have been saved. We beg to remain,

Yours, faithfully,

MATHER & Co.,
J. A. O'BRIEN, *Manager.*

ACCOMAC, VA., *February 17, 1916.*

CAPTAIN COMMANDANT, COAST GUARD,

Washington, D. C.

DEAR SIR: We want to take this means of expressing to you our appreciation of the Coast Guard Service, and more particularly the Metomkin Inlet station. We can not too strongly praise and commend the vigilance of the keeper and crew of this station, for undoubtedly we owe our lives to their prompt action in rescuing us in the breeches buoy from the schooner *Abbie H. Gheen* on the 14th of February in a snow-storm and gale. We also commend Keeper Taylor and his crew for their kind treatment while we were at his station.

Respectfully,

A. R. DARBY, *Master.*
HUGO OLSON, *Mate.*
MARTIN KILGALLON, *Seaman.*
PAT. TERNY, *Seaman.*
ALFRED CARLSON, *Seaman.*
WILLIAM FLETCHER, *Cook.*

SLOAN, DANENHOWER & Co., SUBMARINE ENGINEERS,
233 Broadway, New York, N. Y., *February 26, 1916.*

Capt. FISHER,

U. S. Cutter "Androscoggin," Halifax, N. S.

DEAR SIR: We have just received word from our Capt. Crowell, of the steamship *Ramos*, about the excellent manner in which you rescued the barge that he lost a few days ago. Capt. Crowell writes that you were on the job, picked up the barge, and was in Halifax almost as soon as he was. We congratulate you for your quick and active service, and assure you it was greatly appreciated.

Very truly, yours,

SLOAN, DANENHOWER & Co.,
RICHARD A. WRIGHT,
Secretary and Treasurer.

156 MILK STREET,
Boston, Mass., March 3, 1916.

To the COMMANDER,
Revenue Cutter "Gresham."

DEAR SIR: Permit me to express my sincere gratitude to your crew and yourself for your quickness in finding and returning the hull of the American schooner *Anne Lord*. It is these manifestations of capability which makes the captains of American vessels proud to fly the Stars and Stripes. Regretting that I am unable to give you a more substantial token of my indebtedness to you than this letter, I am,
Gratefully, yours,

CARL B. MERRIAM.

THE GALVESTON FORWARDING CO.,
Galveston, Tex., March 3, 1916.

UNITED STATES COAST GUARD,
Washington, D. C.

GENTLEMEN: I wish to state my appreciation of the service rendered by the United States Coast Guard cutter *Comanche*, the commander, officers, and crew, to the steamship *Honduras*, in assisting me to a safe anchorage in Galveston Roads, the *Honduras* having lost her rudder and stern frame about 100 miles off the bar, and having arrived under jury rig.

The maneuvers were carried through in a most seamanlike and efficient manner.
I also appreciate highly the consideration and courtesy shown myself and officers during the maneuvers.

Respectfully,

F. T. BURKHART, Master.

PORT RICHMOND, PHILADELPHIA,
March 20, 1916.

CAPTAIN COMMANDANT,
United States Coast Guard, Washington, D. C.

HONORABLE SIR: On behalf of the Philadelphia & Reading Transportation Line, owned and operated by the Philadelphia & Reading Railway Co., and owners of the two seagoing barges *Kohinoor* and *Ashland*, that were driven ashore and totally lost off North Scituate, Mass., on the afternoon of March 3, 1916, during the prevalence of a 65-mile northeast gale and snowstorm, the crew of the *Kohinoor* being lost with their vessel, and the crew of the *Ashland* being all saved by the courageous and untiring efforts of the crew of the North Scituate Coast Guard station—these presents are to convey the heartfelt thanks and high appreciation of this company to each man of the lifeboat crew that rescued, at the risk of their lives, the entire crew of the barge *Ashland*. The dauntless action of the life-savers in this instance calls forth the highest admiration.

Very respectfully,

PHILADELPHIA & READING TRANSPORTATION LINE,
By O. H. HAGEMAN,
Shipping and Freight Agent.

UNITED STATES NAVY YARD,
Portsmouth, N. H., March 27, 1916.

From: Commandant.
To: Commandant, Navy Yard, Boston, Mass.
Subject: Trip of *Penacook* to Boston.

1. The commandant desires to express his appreciation of the assistance rendered from the yard under your command on the occasion of the recent trip of the *Penacook* with caisson in tow, to the Boston Navy Yard; and, through you, to the superintendent and crew of the life-saving station at Gloucester, Mass., for their services in piloting the *Penacook* into Gloucester Harbor, and their courtesy during the stay of the *Penacook* at Gloucester.

W. L. HOWARD.

NAVY DEPARTMENT,
Washington, April 1, 1916.

SIR: I take pleasure in forwarding herewith a letter from Capt. W. R. Rush, United States Navy, commandant of the navy yard, Boston, setting forth the very creditable work done by Keeper King and his crew, of the Gloucester (Mass.) Coast Guard station, on March 22, when the tug *Penacook* with a caisson in tow was forced to take shelter on account of stress of weather.

The services rendered by Mr. King are fully set forth in the inclosure, but I desire to add my appreciation of the assistance rendered, and to congratulate the Coast Guard under you for once again having had the opportunity to show the excellent discipline and character of its men.

Sincerely, yours,

JOSEPHUS DANIELS,
Secretary of the Navy.

SECRETARY OF THE TREASURY.

NAVY YARD, COMMANDANT'S OFFICE,
Boston, March 25, 1916.

To the SECRETARY OF THE NAVY:

Subject: Assistance rendered naval service by Coast Guard station, Gloucester, Mass.

1. On March 22 the tug *Penacook*, with tow of caisson of dry dock from Portsmouth Yard, en route from Portsmouth to Boston, encountered heavy weather and was forced to put in to the harbor of Gloucester, Mass., for shelter.

2. The entrance to Gloucester was made during a driving snowstorm, and on approaching Gloucester the master of the tug signaled for a pilot, in view of the unwieldiness of his tow and the unfavorable weather conditions. Keeper in Charge King, of the Coast Guard station, Gloucester, on noticing the difficulties encountered in shortening towline, put out with his crew and boarded the *Penacook* and assisted the ship's force in every way possible. Upon getting underway the towing line parted, leaving the caisson adrift. The Coast Guard crew, in their boat, picked up the towline and returned it to the tug and assisted once more in securing her. Keeper King then piloted the tug and tow into Gloucester Harbor and advised the tug master as to the proper anchorage for the caisson, assisting the tug's crew in mooring her bow and stern.

3. During the night conditions grew worse, and Keeper King, in view of his wide experience with conditions in the harbor and fearing for the safety of the caisson, came down to the tug and advised that the caisson be removed from its moorings and brought alongside a dock, assisting the tug's force until about midnight to accomplish this maneuver.

4. It is suggested that a letter of commendation be forwarded to Keeper King, complimenting him upon his initiative and uniform courtesy in rendering assistance which may possibly have avoided material damage to Government property.

W. R. RUSH.

DEPARTMENT OF COMMERCE,
LIGHTHOUSE SERVICE,
OFFICE OF INSPECTOR, SEVENTEENTH DISTRICT,
Portland, Oreg., March 28, 1916.

KEEPER, CAPE DISAPPOINTMENT COAST GUARD STATION,
Fort Canby, Wash.

SIR: I wish to express the appreciation of this service of the valuable assistance rendered by you and your crew in saving the lives of members of the crew of the *Manzanita*'s working boat capsized at Peacock Spit on March 22. Also for your further assistance in recovering South Jetty gas and whistling buoy 2S.

Respectfully,

ROBERT WARRACK,
Lighthouse Inspector.

WILMINGTON, N. C., April 11, 1916.

Capt. P. H. UBERROTH,

United States Revenue Cutter "Seminole," Wilmington, N. C.

DEAR SIR: On behalf of myself, my crew, and the owners of my vessel, I wish to acknowledge the great service rendered by you in bringing my vessel safely into port. At the time you picked us up the vessel had lost her port anchor and chain, mainsail, foresail, and flying jib.

Yours, very truly,

J. S. DODGE,
Master Schooner "John R. Penrose."

NORFOLK, VA., April 13, 1916.

Capt. BENJ. CHISWELL,

Cutter "Onandaga," Norfolk, Va.

DEAR SIR: In saving the schooner *Charles A. Campbell* from a watery grave you performed a work of excellent seamanship. The work was performed under most trying circumstances and with perfect judgment.

I have nothing but words of praise for you, your officers, and members of the crew of the *Onandaga*, and only wish I could repay you for your kindness.

We will always think of you and the wonderful service you have rendered us.

Believe me when I say I am heartily indebted to you and the cutter *Onandaga*.

If we can at any time be of any service to you, do not hesitate to call on us, as we will be ready at any time to do anything in our power for you.

Very truly, yours,

ERNEST J. PEARCE,
Master Schooner "C. A. Campbell."

MACHIAS LUMBER Co.,
Machias, Me., April 15, 1916.

Hon. J. A. PETERS,

Washington, D. C.

DEAR CONGRESSMAN: I would like to have you send this letter to the War Department, certifying to the efficient manner in which Lieut. Randolph Ridgely, jr., and the crew of the *Ossipee* pulled our schooner *Josie* out of the breakers at Sea Wall, Southwest Harbor, Me., on Wednesday, April 12, 1916.

The schooner went ashore Sunday morning, the 9th, in one of the most severe snowstorms and gales of the year. The writer telephoned to Portland and as soon as telephone communication could be made with Lieut. Ridgely and he was notified of the disaster he put to sea and spent three days before we were able to lighter the vessel and pull her from among the ledges.

This cutter is of invaluable service to the marine interests along the coast of Maine, and of course this incident is only one of many that the commander and his crew have to their credit.

Yours, truly,

ALFRED K. AMES.

MACHIAS LUMBER Co.,
Machias, Me., April 15, 1916.

Lieut. RANDOLPH RIDGELY, Jr.,

Commanding Coast Guard Cutter "Ossipee," Portland, Me.

DEAR SIR: I wish to thank you for the efficient service rendered by your ship and crew in hauling the schooner *Josie* out of the breakers at Sea Wall, Southwest Harbor, Wednesday, April 12, 1916.

I am going to take this opportunity to write to our Congressman, John A. Peters, to indorse my letter to the War Department, and I am inclosing you a copy.

The next time I meet you I hope it won't be under such unpleasant conditions, and sometime when you are in the Machias Bay, hope you may be able to come ashore to see me.

Yours, very truly,

ALFRED K. AMES.

CITY OF WILMINGTON, N. C.,
DEPARTMENTS OF ACCOUNTS AND FINANCE,
April 26, 1916.

Capt. P. H. UBERROTH,
U. S. Coast Guard steamer "Seminole," City.

DEAR SIR: At a meeting of the council, held this day, the following resolution was offered by the councilman in charge of the fire department and unanimously adopted, the council appreciating very highly the efficient help rendered by the officers and seamen of your ship.

"Resolved by the city council, That the prompt and efficient help of the officers and seamen of the Coast Guard steamer Seminole, at the fire at Chadbourn's mill on the 23d instant, is fully recognized, and the council desires to express to the officers of the steamer its appreciation of their work in preventing what threatened to be a very serious conflagration. Their services in this particular instance are among many labors constantly performed in this service for the preservation of property."

Very respectfully, yours,

THOS. D. MEARES, *City Clerk.*

PAGE & TAYLOR, REAL ESTATE BROKERS,
303-304 Monticello Arcade, Norfolk, Va., May 8, 1916.

Capt. EDGAR CHADWICK,
Superintendent United States Coast Guard, Seventh District,
Elizabeth City, N. C.

SIR: I can not refrain from adding a word to the description of an occurrence of which you will no doubt receive an official report that happened here last night.

Surfman No. 4, seventh district, United States Coast Guard, T. W. Simmons, while on his patrol from 9 to 12 last night, saw in the southeast corner of a house a fire. He knew the occupants of the house to consist of a man, his wife, and a number of small children, most of them too young to help themselves, much less assist in putting out a fire. The house itself, a frame building of the most flimsy construction, was a veritable fire trap. Failing to awaken the occupants by shouting and banging on the doors and windows, Simmons burst open a door and rushed upstairs to one of the bed rooms, where he was immediately grappled by the owner, who mistook him for a burglar. The owner is a foreigner, and, besides speaking little English, was so dazed that Simmons had great difficulty in making him understand. He finally got the man out, and at the most imminent risk of his life, for the building was a sheet of flame by this time, he made five subsequent trips into the house—twice upstairs—each time bringing out a child.

A man knowing nothing about fire fighting except to realize his extreme danger; knowing nothing of the methods employed by firemen to protect themselves, unhesitatingly rushes six times into a flaming fire trap to save human life—a more utter disregard of self, a more absolute giving of one's entire resources, both mental and physical, for the sake of others; in fact, a more unselfish or braver act it would be hard to imagine.

Doubtless, sir, this man has only done his duty, but he has done it so fully, and it was such a terrific task he had set for him to perform—in the middle of the night, no one present at first, to know whether he did his part or not; no one to criticize him if he failed to go.

I do not know if it is the policy of the Government to recognize meritorious acts of this character or not, but if it has such a policy here is the man and now is the time to exercise it. I have the honor, sir, to be,

Very sincerely, yours,

RICHARD B. TAYLOR.

P. S.—I inclose clipping from to-day's Virginian-Pilot.

SHERIFF'S OFFICE, SAN JUAN COUNTY, WASH.,
Friday Harbor, June 2, 1916.

COMMANDING OFFICER,
U. S. Coast Guard cutter "Guard," Friday Harbor, Wash.

DEAR SIR: I take this means of expressing the thanks and appreciation of San Juan County for the very efficient and helpful services rendered on the 26th ultimo, in the apprehending and bringing to trial of Curtis A. Bailey, captain of the launch *Thelma O.*, charged with the unlawful possession of intoxicating liquor, upon information furnished by this office on the 25th.

It is, indeed, a pleasure to know that we are able to work together in the enforcement of the law, and I can assure you that as representative of the county in the capacity of sheriff, I am deeply grateful. If at any time this office can be of service to you, do not hesitate to call upon us. With kindest personal regards, and again thanking you for your active attention to the above matter, I beg to remain,

Respectfully,

GEO. B. MEAD.

BALTIMORE, June 17, 1916.

To the CAPTAIN COMMANDANT,

United States Coast Guard, Washington, D. C.

SIR: I desire to express my best thanks and appreciation of the brave conduct and efficient service which Lieutenant of Engineers W. E. Maccoun, commanding United States Coast Guard cutter *Wissahickon*, and her crew, rendered to the British steamship *Welbeck Hall* in fighting the fire, etc., on board, and materially assisting to put it out, through the great fire of the No. 3 Canton elevator on the 13th instant.

The writer arrived on the scene before the *Welbeck Hall* was gotten away from the elevator, and witnessed the United States Coast Guard cutter skillfully and bravely worked into a position, and put into contact by Lieutenant of Engineers Maccoun at a time of great danger from the falling débris of the elevator, as well as our own fire, and playing the hose over the fire until it was subdued, materially assisting in the preservation of my steamer. I beg to remain,

Your obedient servant,

E. DYASON,
Master Steamship "Welbeck Hall."

LOUISVILLE, Ky., July 1, 1916.

Keeper JOHN GILLOOLY.

DEAR SIR: Must express our utmost thanks and regrets concerning the events of the last few days.

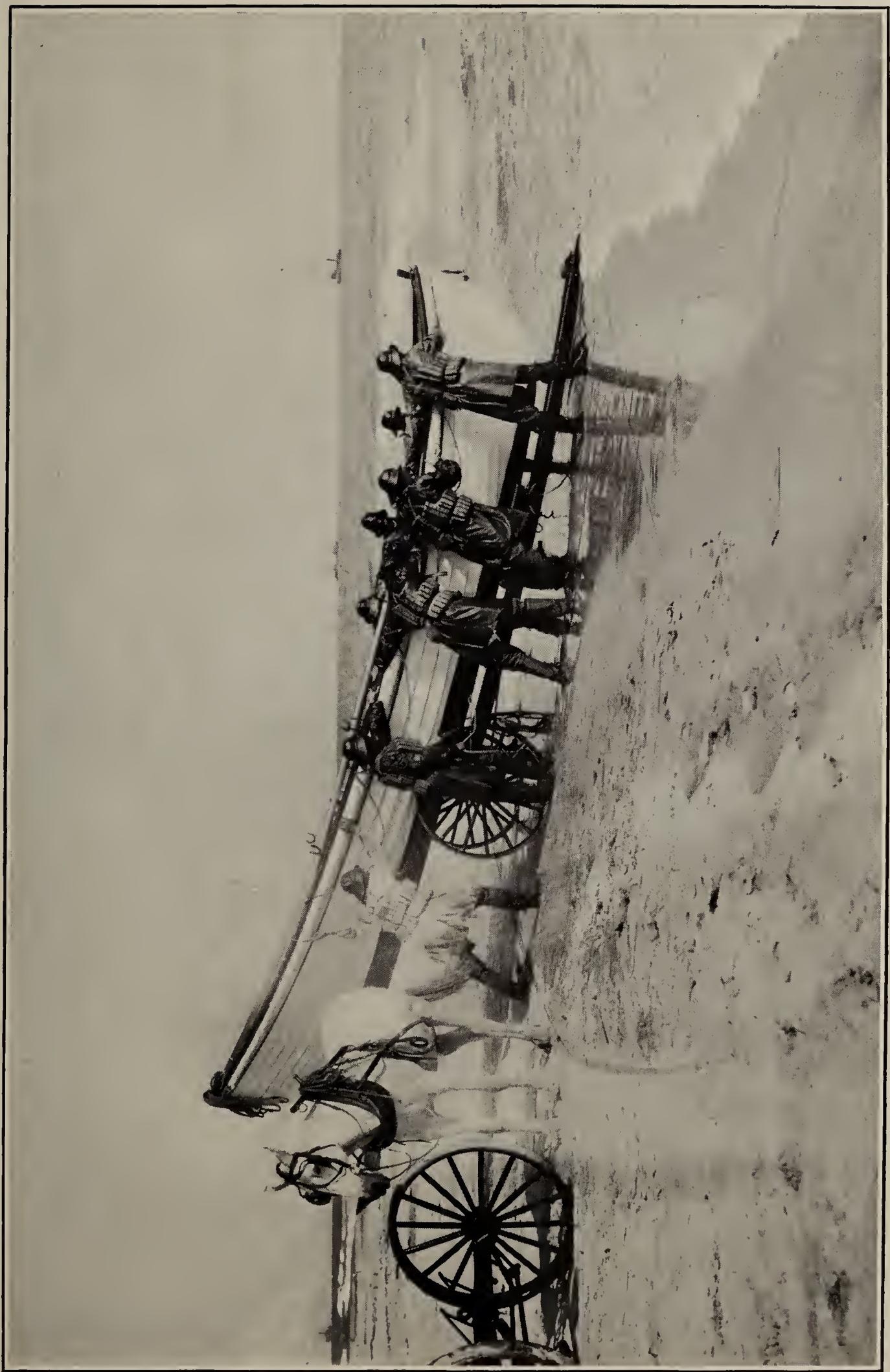
We have been shown every possible kindness, but can hardly express our regrets for the death of Mr. Munz, who certainly deserves the greatest credit. He played the part of a hero in sacrificing his life for strangers.

We must express our greatest thanks to the captain and crew for what they have done in saving us, and for their kindness to us during our stay in Louisville. With sincere thanks and regrets,

CLIFFORD RANSOM.
HAROLD MATTHEWS.

AWARDS OF LIFE-SAVING MEDALS: 1916

PLATE XIII.



PREPARING TO LAUNCH SURFBOAT.

AWARDS OF LIFE-SAVING MEDALS.

During the fiscal year 1916 a total of 24 medals was awarded by the Secretary of the Treasury, under authority of acts of Congress approved June 20, 1874, June 18, 1878, May 4, 1882, and January 28, 1915, in recognition of bravery displayed upon 19 occasions in saving or attempting to save persons from drowning. All of the awards were of silver. Four of those receiving such recognition were attached to the United States Army, 2 to the United States Navy, and 1 to the United States Marine Corps, 1 was an assistant surgeon of the Public Health Service, 4 were police officers, and 12 were civilians. Seventeen of the nineteen instances of rescue or attempted rescue occurred within the boundaries of the United States, one in the waters of Porto Rico, and one in Hawaiian waters. The number of persons actually rescued was 23, of whom 15 were men, 7 women, and 1 a small child. In one instance only did the person bent upon rescue fail entirely to accomplish his purpose. A tabulated statement of the awards follows. The statement includes a brief description of the services performed in each instance.

Awards of medals.

Medallist.	Residence, etc.	Service rendered.	Date of award.
Walter Kaniecki.....	Corporal, One hundred and forty-first Company, United States Coast Artillery.	Sept. 8, 1914, assisted in rescuing a fellow soldier named Albert P. Connelly, who had fallen into the water at Fort Howard, Md., while embarking on the transport Kilpatrick. Kaniecki and Private Harrison M. Jones promptly leaped into the water and supported Connelly until a rope could be lowered to them.	1915. July 16
Harrison M. Jones.....	Private, Quartermasters Corps, United States Army.	.....do.....	Do.
Oliver Lewis.....	Sergeant, Seventy-third Company, United States Coast Artillery.	July 27, 1915, rescued a bather named Miss Harrell from drowning at Fortress Monroe, Va. Miss Harrell was in deep water 150 yards from the shore and in the toils of a strong current when Lewis reached her. He got her ashore with great difficulty.	Oct. 4
Edward G. Flynn.....	Private, Company M, Seventeenth Infantry, United States Army.	May 29, 1915, attempted to rescue a fellow soldier named Robert G. Robinson from the Rio Grande River near Camp Eagle Pass, Tex. Robinson went into the river to enjoy a swim. Flynn, on the shore, observed that he was in difficulty and swam out to his assistance. When part way back to land with the helpless man he himself was overcome by exhaustion and had to let go of Robinson, who sank at once. Flynn was barely able to make the shore alone.	Do.
John F. Tracy.....	No. 333 Second Avenue, New York City.	Aug. 7, 1915, saved Anna Hagan and Alma Brennan from drowning at Belle Harbor, Rockaway Beach, Long Island, N. Y. Misses Hagan and Brennan, both bathers, were carried beyond their depth by the undertow. Tracy swam out and brought them ashore, one at a time.	Nov. 18

Awards of medals—Continued.

Medallist.	Residence.	Service rendered.	Date of award.
Thomas E. Carmody.....	Patrolman, police department, New York City.	July 24, 1915, rescued a 5-year-old boy who had fallen into the East River. Carmody swam out 25 or 30 feet, got hold of the child as he was sinking, and brought him back to the dock.	1915. Nov. 18
Patrick J. Nestor.....	Private, United States Marine Corps.	Sept. 8, 1915, rescued Albert Boettcher, a comrade, from drowning in Puget Sound, Wash. Boettcher fell into the water from a sea wall. Nestor jumped in and supported him until both were hauled out by means of a line. The rescue was performed in the night time.	Do.
Edward S. Waters.....	Savannah, Ga.....	June 20, 1915, participated in the rescue of A. C. Beach and F. Edgar Davis, who, while making an aeroplane flight, fell into the Atlantic Ocean near Tybee Island, Ga. Waters and four other men went to their assistance in two canoes. The rescue was performed in a high sea and a violent wind and rain storm.	Nov. 24
Henry Buckley.....	do.....	do.....	Do.
Solomon Kaminsky.....	do.....	do.....	Do.
Furman King.....	do.....	do.....	Do.
George Dana.....	do.....	do.....	Do.
Robert M. Cathcart.....	Ballston, Va.....	Aug. 5, 1915, rescued from drowning, at Colonial Beach, Va., a young woman bather named Dorothy Abramson. When Cathcart took hold of Miss Abramson she seized him in a frenzied death grip. Freeing himself with great difficulty, he supported her until a canoeist took her from him.	Dec. 8.
Carl Michel.....	Assistant surgeon, United States Public Health Service.	Nov. 27, 1915, at El Condado Beach, San Juan, P. R., swam through a heavy surf breaking over a coral reef to the rescue of a swimmer named L. R. Howe. He was unable to reach and save Howe, but assisted in saving another exhausted swimmer named Ralph Peverly.	1916. Jan. 11.
E. Breuer	Charleston, S. C.....	Feb. 21, 1912, rescued three young men whose sailboat had capsized in the Ashley River, S. C., during a gale. Although night had fallen, and the water was extremely rough, Breuer put out in a small boat and brought them safely ashore.	Feb. 9.
Frank W. Crilley.....	Chief gunner's mate, United States Navy.	Apr. 17, 1915, while engaged in deep-sea diving off Honolulu, Hawaii, in connection with the salvage of United States submarine F-4, rescued a comrade named William F. Laughman. While under water at a depth of 250 feet Laughman fouled his lines. Crilly went down to free him, remaining at his work nearly three hours. This was the deepest dive ever made.	Feb. 17.
Luke H. Grace.....	Patrolman, police department, New York City.	Jan. 12, 1916, shortly after midnight rescued George Kennedy from the waters of the North River at the foot of Battery Place, New York City. Grace swam out 75 feet from the bulkhead and brought Kennedy to a canal boat, into which both were assisted.	Apr. 7.
Alexander C. Anderson.	Sergeant, police department, New York City.	Jan. 17, 1915, rescued Francis Clarke, and Dec. 27, 1915, rescued August Nelson. Both persons were taken from the waters of the East River, New York City, and in the night time. Each had fallen off a pier. In each instance Anderson swam out and brought his man back to the pier.	Do.
Walter Niblo Longman.	Brooklyn, N. Y.....	Aug. 10, 1915, rescued Miss Elizabeth Lahey from drowning in the Atlantic Ocean at Belle Harbor, Long Island, N. Y. Miss Lahey was overcome by exhaustion while bathing. Her rescuer swam out and brought her ashore against a strong undertow.	Apr. 8.

Awards of medals—Continued.

Medallist.	Residence, etc.	Service rendered.	Date of award.
Harry Krebs.....	Brooklyn, N. Y.....	Aug. 16, 1915, rescued Mrs. Katherine Dunbar, who, while hysterical, had fallen from a barge moored at Pier 1, East River, New York City. Krebs, fully dressed, plunged in between vessel and dock, and swam with the woman to open water, when a line was thrown to him. The rescue was performed in the night time.	1916. Apr. 8.
Daniel L. McCarthy....	Yeoman, first class, United States Navy.	Feb. 20, 1916, rescued Philip Thompson from drowning in Port Townsend Narrows, Puget Sound, Wash. Thompson was thrown into the water by the capsizing of a rowboat. McCarthy heard his cries from the beach, 60 yards away, swam out to him through a swift, icy current, took him back to his boat, placed him upon its upturned bottom, and maintained him there until another sailor came out in a skiff and picked both up.	Apr. 18.
Geo. A. Reed.....	Patrolman, Metropolitan Park Commission, Boston, Mass.	Apr. 20, 1915, plunged into the Charles River at Boston, Mass., and rescued Jeremiah O'Connor. Reed was in the water nearly 25 minutes, and experienced great difficulty in saving his man. After getting him ashore he resuscitated him and took him to a hospital.	May 6.
Theodore H. Hoffman..	Life-Saving Service, City of New York.	Aug. 10, 1913, during a heavy squall, rescued Miss Katherine Kaufer from drowning in Long Island Sound. Miss Kaufer and a man companion were discovered in the water, following the capsizing of their sailboat, by Hoffman aboard the launch Dewey. Hoffman dived overboard fully dressed and assisted her to his boat with great difficulty.	May 27.
Joseph A. Burns.....	Long Island City, N. Y.	Aug. 3, 1911, rescued William Scott, who had fallen from the steamer William McAllister into the East River, N. Y. Burns leaped to the rescue from the steamer Patrol, and, although the tide swept him close to the moving propellers of both of the vessels named, he supported Scott until assistance arrived.	June 8.

**DISASTERS WITHIN THE FIELD OF OPERATIONS
OF THE COAST GUARD INVOLVING
LOSS OF LIFE: 1916**

DISASTERS TO VESSELS INVOLVING LOSS OF LIFE.

As required by section 9 of the act of Congress approved June 18, 1878, all disasters to vessels occurring within the scope of operations of the Coast Guard during the fiscal year ended June 30, 1916, which were attended by loss of life, have been or are being investigated with a view of ascertaining the cause of disaster and whether any officers or employees of the service have been derelict in the discharge of duty. The results are given in the following table. A total of 21 casualties, involving 20 vessels, documented and undocumented, is shown. Of the 866 persons who perished in these cases, 823 were lost when the excursion steamer *Eastland* capsized July 24, 1915, in the Chicago River (see p. 6). Six of the 20 vessels were documented.

Date.	Vessel.	Lives lost.	Station and district.	In scope.	Full duty performed?
1915.					
July 24	Steamer Eastland.....	823	Old Chicago (12).....	Yes.	Yes.
Aug. 3	Motor boat.....	1	Cedar Creek (5).....	Yes.	Yes.
3	Motor boat Anytime.....	1	Louisville (10).....	Yes.	Yes.
4	Schooner M. B. V. Chase.....	2	Sandy Hook (5).....	Yes.	Yes.
8	Small boat.....	1	Portsmouth Harbor (1).....		
Sept. 3	Skiff.....	4	Corson Inlet (5).....	Yes.	Yes.
19	Motor boat.....	1	Shark River (5).....	Yes.	No. Acting keeper disrated.
20	Fish boat.....	1	Corson Inlet (5).....	Yes.	Yes.
Oct. 1	Motor boat.....	1	Cape Disappointment (13).....	Yes.	Yes.
14	Small boat.....	1	Atlantic City (5).....	Yes.	No. Keeper and surfman reprimanded.
Nov. 2	Steamer Santa Clara.....	11	Coos Bay (13).....	Yes.	Yes.
7	Skiff.....	1	Galveston (9).....	Yes.	Yes.
1916.					
Jan. 13	Schooner Charles E. Harwood.....	4	do.....	Yes.	Yes.
Mar. 3	Barge Ashland.....	3	North Scituate (2).....	Yes.	Yes.
22	Boat from lighthouse tender Manzanita.....	3	Cape Disappointment (13).....	Yes.	Yes.
Apr. 5	Schooner Elsie A. Bayles.....	3	New Inlet and Chicamacomico (7).....	Yes.	Yes.
May 18	Motor boat.....	1	Cape Disappointment (13).....	(?)	Not yet reported.
21	Fish boat.....	1	Coos Bay (13).....	(?)	Do.
30	Boy who fell into surf.....	1	Golden Gate (13).....	(?)	Do.
June 26	Motor boat.....	1	Cape Disappointment (13).....	(?)	Do.
27	Flatboat.....	1	Louisville (10).....	Yes.	Yes.

NOTE.—The foregoing tabulation of lives lost does not mean that in each of these several instances the lives of all persons involved in the disaster were lost. On many of these occasions lives were saved, and whenever the Coast Guard was instrumental in saving those lives, the facts are recorded in a tabular statement appearing elsewhere in this volume.

IV

**BLUE ANCHOR SOCIETY.
AID FOR THE SHIPWRECKED.
WOMEN'S NATIONAL ASSOCIATION.**

BLUE ANCHOR SOCIETY, AID FOR THE SHIPWRECKED, WOMEN'S NATIONAL ASSOCIATION.

During the last fiscal year the supplies of clothing furnished stations of the Coast Guard by the Blue Anchor Society were drawn upon in 51 instances to relieve the distress of the shipwrecked and others involved in casualties of various sorts. This work of looking after the comfort of those whom misfortune places temporarily in the care of the Coast Guard was undertaken many years ago to meet a most serious need, since the Government has never made any provision for furnishing raiment to the victims of accident and disaster upon the water. The value of the society's endeavors in this connection may be understood when it is known that persons rescued or given succor by the service crews are sometimes scantily clad, often their clothing is badly torn, and they are nearly always drenched to the skin. It sometimes happens, also, that they have been subjected to long hours of exposure in severe winter weather. Practically all donations of the society distributed through the agency of the Coast Guard consist of wearing apparel. An order from any station of the service is promptly honored. Moreover, the supplies are forwarded to their destination entirely at the society's expense. Station keepers are required to report to headquarters the circumstances under which they are expended. The following tabular statement, covering the fiscal year last past, is made up from this record:

Date.	Station.	Beneficiaries.
1915.		
July 3	Southside.....	A fisherman who had been thrown from his boat in the surf.
14	Point Adams.....	Two members of crew of steamer Decorah, stranded on Clatsop Spit.
21	Muskegon.....	A man who had fallen off a pier.
Aug. 3	North Scituate.....	Three boys from a power boat in difficulty near the station.
4	Spermaceti Cove.....	Two frightened, wet, and seasick women from launch Widgeon.
19	Wood End.....	A man who had fallen overboard from a motor boat.
27	Gurnet.....	Two members of yachting party, returning ashore wet and cold.
Sept. 6	Golden Gate.....	A woman who had attempted suicide by drowning.
21	Bodie Island.....	The body of a man, found on the beach. (Wrapped body in blanket for burial.)
30	Point Allerton.....	Two men whose boat had capsized.
Oct. 2	Cuttyhunk.....	A man from a stranded motor boat.
8	Lewes.....	The crew of the foundered barge Schuylkill.
9	Point Adams.....	A man from a stranded motor boat.
18	Arena Cove.....	Two survivors from British steamer Alliance.
30	Wachapreague.....	Two men who were blown out to sea in a small boat.
Nov. 4	Old Chicago.....	A man who had fallen from a wharf.
19	Nahant.....	Crew of 6 from British schooner H. S. M.
19	Gurnet.....	Two men from motor boat No. 34, whose engine was disabled in rough seas.
19	Cape Lookout.....	Two men who had capsized from a skiff.
21	Fourth Cliff.....	Three men rescued from overturned canoe.
21	Erie.....	Two duck hunters from launch saved from destruction against break-water.
23	Southside.....	A fisherman drenched while landing through surf.
25	Gloucester.....	Three members of crew of schooner Mineola disabled in gale.
Dec. 5	Michigan City.....	An intoxicated man who had fallen into the water.
10	Hunniwells Beach.....	Seven persons (4 of whom were women and children) rescued from sloop Flora D. Thompson.
19	Cape Disappointment.....	Three men rescued from disabled launch.
29	Straitsmouth.....	Crew of five from British schooner Mayflower.

Date.	Station.	Beneficiaries.
1916.		
Jan. 9	Portsmouth.....	A man, exhausted, wet, and cold, picked up in a boat offshore.
Feb. 11	Seabright.....	Five men of crew of burned schooner John Bossert.
12	South Brigantine.....	Two fishermen lost in fog.
13	Metomkin Inlet.....	Six men from wreck of schooner Abbie H. Gheen.
14	Hog Island.....	Crew of 6 from wreck of schooner N. H. Burrows.
23	Southside.....	A demented woman who had tried to commit suicide in the surf.
25	Assateague Beach.....	Several members of crew of wrecked British steamer Trecarrell.
Mar. 4	North Scituate.....	Five men from wrecked barge Ashland.
9	Rye Beach.....	A man found by the patrol unconscious in the snow.
Apr. 17	Brant Rock.....	Three men, wet and exhausted, who had been at sea for a day in a rowboat.
26	Cleveland.....	A man who had fallen off a dock in the night.
May 8	Isles of Shoals.....	Three men who had lost their way in a boat and sought the station for succor.
9	Cleveland.....	Two men rescued following the capsizing of their canoe.
15	Frankfort.....	Three men from a launch picked up in Lake Michigan.
17	Nahant.....	Crew of 6 from wrecked schooner Lucia Porter.
25	Coskata.....	Three men from stranded launch Outing.
28	Manomet Point.....	A man who had fallen overboard from his boat.
29	Cape Disappointment	Two fishermen whose boat had capsized.
June 3	Erie.....	Man who had fallen overboard from a launch.
14	Sandy Hook.....	Occupant of small boat that stranded in fog.
17	Jackson Park.....	Two men whose canoe had capsized.
18	do.....	Boy who had fallen off a pier.
19	Sullivans Island.....	Four men whose boat had been saved from the breakers.
30	Oak Island.....	Sailing party of 5 caught in squall.

REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES

MEETING CONVENED SEPTEMBER 17, 1915

REPORT OF THE BOARD ON LIFE-SAVING APPLIANCES.

LETTER OF TRANSMITTAL.

BOARD ON LIFE-SAVING APPLIANCES,
Boston, Mass., September 22, 1915.

The SECRETARY OF THE TREASURY.

SIR: I have the honor to transmit herewith the report of the proceedings of the Board on Life-Saving Appliances at its meeting in Boston, Mass., September 17 to 22, 1915, together with the papers referred to it for consideration.

Respectfully,

S. I. KIMBALL,
President Board on Life-Saving Appliances.

I.—PREAMBLE.

The Board on Life-Saving Appliances, constituted by the honorable the Secretary of the Treasury by department letter of January 3, 1882, met at Boston, Mass., in the post-office building, room 132, at 10.30 o'clock a. m., September 17, 1915, for the transaction of such business as should be properly brought before it.

The resignation of Mr. O. H. Tittmann, as president of the board, was accepted by department letter of March 16, 1915, and Gen. Supt. S. I. Kimball, United States Coast Guard, was designated president of the board by department letter of May 24, 1915.

District Supts. J. G. Kiah and S. H. Harding having been retired from active duty in the Coast Guard, Dr. S. W. Stratton, director of the Bureau of Standards, Department of Commerce, and Constructor J. Q. Walton, United States Coast Guard, were designated members of the board by department letters dated May 24, 1915, vice Supts. Kiah and Harding.

Present: Gen. Supt. S. I. Kimball, United States Coast Guard, president; Dr. S. W. Stratton, director of the Bureau of Standards, Department of Commerce; Col. D. A. Lyle, United States Army, retired; Capt. K. W. Perry, United States Coast Guard; District Supt. E. E. Chapman, United States Coast Guard; Constructor J. Q. Walton, United States Coast Guard; District Supt. George W. Bowley, United States Coast Guard, recorder.

II.—DOCKET.

CLASS I.—*Wreck ordnance.*

1. Improved breech-loading life-line gun (Francis G. Hall).
2. Improvement in line-throwing gun (C. H. McLellan).
3. Experiments to improve line-throwing gun (Standing Committee on Wreck Ordnance).
4. Line-throwing projectile (John Buckley).

CLASS II.—*Boats and miscellaneous appliances.*

1. Power lifeboat carriage (Andre Fourchy).
2. Surfboat carriage (Andre Fourchy).
3. Launching cradle (C. H. McLellan).
4. Universal Ilanasilk life preserver (Robinson-Roders Co.).

5. Universal Ilanasilk safety pillow and mattress (Robinson-Rodgers Co.).
6. Neversink swimming belt (American Life Saving Garment Co.).
7. Patent life jacket (Alexander Moore).
8. Adlake patrol lantern (Adams & Westlake Co.).
9. Armspear Best Yet steel guard lantern (Armspear Manufacturing Co.).
10. Patrol lanterns (Standing Committee on Lanterns).
11. Milburn carbide patrol lantern (The Alexander Milburn Co.).
12. Draeger Pulmotor (Draeger Oxygen Apparatus Co.).
13. Salvator reviving apparatus (H. N. Elmer).
14. First-aid oxygen apparatus (H. N. Elmer).
15. Portable oxygen generator and inhaler (H. N. Elmer).
16. Lungmotor (Life Saving Devices Co.).
17. Boxing-in wheels of boat wagons and beach apparatus carts.
18. Wood-preserving processes (American Wood Encysting Co.).

III.—COMMITTEES.

1. COMMITTEES APPOINTED.

CLASS I.—*Wreck ordnance.*

1. On Hall's improved breech-loading life-line gun: Col. D. A. Lyle, Mr. S. W. Stratton, District Supt. E. E. Chapman.
2. On McLellan's improvement in line-throwing gun: The full board.
3. On experiments to improve line-throwing gun: Col. D. A. Lyle, Mr. S. W. Stratton, District Supt. E. E. Chapman, District Supt. George W. Bowley.
4. On Buckley's line-throwing projectile: Col. D. A. Lyle, District Supt. E. E. Chapman, District Supt. Geoorge W. Bowley.

CLASS II.—*Boats and miscellaneous appliances.*

1. On Fourchy's power lifeboat carriage: Constructor J. Q. Walton, Capt. K. W. Perry, District Supt. George W. Bowley.
2. On Fourchy's surfboat carriage: Constructor J. Q. Walton, Capt. K. W. Perry, District Supt. George W. Bowley.
3. On McLellan's launching cradle: Constructor J. Q. Walton, Capt. K. W. Perry, District Supt. George W. Bowley.
4. On Universal Ilanasilk life preserver: The full board.
5. On Universal Ilanasilk safety pillow and mattress: The full board.
6. On Neversink swimming belt: District Supt. E. E. Chapman, Col. D. A. Lyle, District Supt. George W. Bowley.
7. On Moore's patent life jacket: District Supt. George W. Bowley, District Supt. E. E. Chapman, Mr. S. W. Stratton.
8. On Adlake patrol lantern: The full board.
9. On Armspear Best Yet steel guard lantern: The full board.
10. On patrol lanterns (Standing Committee on Lanterns): Mr. S. W. Stratton, Constructor J. Q. Walton, District Supt. George W. Bowley.
11. On Milburn carbide patrol lantern: Mr. S. W. Stratton, District Supt. George W. Bowley, District Supt. E. E. Chapman.
12. On Draeger Pulmotor: The full board.
13. On Salvator reviving apparatus: The full board.
14. On first-aid oxygen apparatus: The full board.
15. On portable oxygen generator and inhaler: The full board.
16. On lungmotor: The full board.
17. On boxing-in wheels of boat wagons and beach apparatus carts: Capt. K. W. Perry, District Supt. E. E. Chapman, District Supt. George W. Bowley.
18. On wood-preserving processes: The full board.

2. COMMITTEES REPORTED.

CLASS I.—*Wreck ordnance.*

1. On Hall's improved breech-loading life-line gun.
2. On McLellan's improvement in line-throwing gun.
3. On experiments to improve line-throwing gun.
4. On Buckley's line-throwing projectile.

CLASS II.—*Boats and miscellaneous appliances.*

1. On Fourchy's power lifeboat carriage.
2. On Fourchy's surfboat carriage.
3. On McLellan's launching cradle.
4. On Universal Ilanasilk life preserver.
5. On Universal Ilanasilk safety pillow and mattress.
6. On Neversink swimming belt.
7. On Moore's patent life jacket.
8. On Adlake patrol lantern.
9. On Armspear Best Yet steel guard lantern.
10. On patrol lanterns (Standing Committee on Lanterns).
11. On Milburn carbide patrol lantern.
12. On Draeger Pulmotor.
13. On Salvator reviving apparatus.
14. On first-aid oxygen apparatus.
15. On portable oxygen generator and inhaler.
16. On lungmotor.
17. On boxing-in wheels of boat wagons and beach apparatus carts.
18. On wood-preserving processes.

IV.—PRESENCE OF EXHIBITORS.

Inventors and exhibitors were allowed to appear before the board to explain the construction of their devices and to set forth the merits claimed for them.

V.—TESTS.

No tests were made by the board.

VI.—RESULTS, OPINIONS, AND RECOMMENDATIONS.

CLASS I.—*Wreck ordnance.*

1. HALL'S IMPROVED BREECH-LOADING LIFE-LINE GUN.

Results.—This subject was continued to enable the inventor to furnish more definite data or to submit a sample gun for test. This action was communicated to the inventor January 23, 1915, since which date nothing has been heard from him. The subject is, therefore, dropped from the docket.

2. IMPROVEMENT IN LINE-THROWING GUN (C. H. M'LELLAN).

Results.—Due to administrative changes caused by the enactment of the law creating the Coast Guard it proved impracticable to carry out the recommendation of the board on this subject made at its last meeting.

Recommendation.—Therefore, the board recommends that the subject be referred to the Standing Committee on Wreck Ordnance for consideration with "Experiments to improve line-throwing gun."

3. EXPERIMENTS TO IMPROVE LINE-THROWING GUN (STANDING COMMITTEE ON WRECK ORDNANCE).

Results.—Owing to the enactment of a law creating the Coast Guard, and to the changes necessitated thereby, it was not found practicable to carry out the recommendation of the board made at its last meeting. The board invites attention to its report of last year for further consideration by the department. The subjects of inspection, specifications for manufacture, and construction should be given attention in this connection.

The conditions of service demand that the simplicity of the apparatus should be such as not to impair the ease and efficiency of manipulation or the facility of transportation.

The Standing Committee on Wreck Ordnance should give attention to the whole subject looking to the extension of the range of shot line and to any other improvements or changes necessary to increase the efficiency of the ordnance for use at the stations.

Recommendation.—The board respectfully recommends that the captain commandant take such action as is deemed advisable to carry out the recommendations of the board whenever funds are available for such purpose.

4. BUCKLEY'S LINE-THROWING PROJECTILE (JOHN BUCKLEY).

Results.—This subject was continued on the docket in order to afford the inventor an opportunity to present his apparatus for test if he desired. The inventor was notified of this meeting, but no reply has been received, nor has any projectile or gun been submitted for test. Therefore the subject is dropped from the docket.

CLASS II.—Boats and miscellaneous appliances.

**1. FOURCHY'S POWER LIFEBOAT CARRIAGE.—2. FOURCHY'S SURFBOAT CARRIAGE.—
3. M'LELLAN'S LAUNCHING CRADLE.**

Results.—These subjects are so closely related in construction and operation that all of them are covered in one report.

The recommendations made by the board at its last meeting with respect to these devices and the drawings, etc., submitted to the board, have been considered, and the following recommendation is now made.

Recommendation.—It is recommended that the correspondence, specifications, blue prints, etc., relating to these devices be referred to the special committee designated to consider the general subject of caring for lifeboats and surfboats, for careful study with the view of perfecting suitable designs of carriages, launching ways, and boat-hoisting devices to suit the different types of boats in use, consideration being given to the conditions at various stations. After satisfactory designs and arrangements have been worked out by this committee, it will prepare complete drawings and specifications showing all parts complete and in detail and submit this information for consideration by the board at its next meeting.

4. UNIVERSAL ILANASILK LIFE PRESERVER.

Results.—In accordance with the recommendation made by the board at its last meeting a supply of these life preservers was purchased and sent to several stations for trial. The reports of tests made by the keepers do not indicate a preference for this belt and show that this type of life preserver is not suitable for use at the stations. A modified type of this belt was presented at this meeting. For station work the increased protuberance in the front section of this latter type would seriously interfere with rowing—the wearer could not take a full stroke.

The board is not disposed to recommend the exclusive use of kapok life belts, nor does it recommend the further purchase of them for the use of the Coast Guard stations, unless the belts be manufactured under specifications approved by the department.

5. UNIVERSAL ILANASILK SAFETY PILLOW AND SAFETY MATTRESS.

Results.—The safety pillow is made of 7-ounce A. C. A. ticking filled "with guaranteed Ilanasilk (manufactured from prime Java kapok)." When folded it is 24 inches long by 16 inches wide; total weight, about 38 ounces. Price to the Government, \$2.30 each in quantities of 20 or more; \$2.50 for less than 20. It is designed to be used for sleeping purposes, or as a second pillow with the usual feather pillow. The two parts are connected with straps. The pillow can be passed over the head, the halves falling one in front and one on the back of the wearer to form a life preserver.

The safety mattress is made of the same material and of size to fit the bunk or hammock. A one-eighth-inch galvanized flexible wire frame is secured to the lower edges of the mattress and has snap hooks at each corner. By these snap hooks and the frame two mattresses can be joined to form a small raft to be thrown overboard. To form a large raft several mattresses may be joined together. The object is to support one or more persons until a rescue can be effected.

Salt air and moisture may cause the wire frame to rust and eventually destroy the bottom of the mattress. A flexible frame of tinned copper wire would obviate this defect.

The cost of the mattress is "about 75 cents per square foot."

Opinion.—The board is of the opinion that this safety pillow and mattress would prove of value upon the vessels of the Coast Guard as an auxiliary and an additional means of safeguarding life and to reinforce the devices already in service for that purpose.

6. NEVERSINK SWIMMING BELT (AMERICAN LIFE-SAVING GARMENT CO.).

Results.—This belt was before the board at its last meeting and was carried over as unfinished business.

Opinion.—The board is of the opinion that this belt possesses no advantage over the types of kapok life belts now in use in the Coast Guard, and the subject is, therefore, dropped from the docket.

7. MOORE'S PATENT LIFE JACKET.

Results.—This jacket was presented by Alexander Moore at the last meeting of the board by drawings and specifications, and it was recommended that Mr. Moore be requested to furnish a sample belt. This belt has been received and examined.

Opinion.—The board is of the opinion that this life jacket is not adapted to the needs of the Coast Guard.

8. ADLAKE PATROL LANTERN.

Results.—Consideration was given this subject at the last meeting of the board, and in view of the action to be taken by the Standing Committee on Lanterns with reference to the subject of patrol lanterns, recommendation is made as follows:

Recommendation.—It is recommended that the Standing Committee on Lanterns be directed to include the Adlake patrol lantern in its investigation of patrol lanterns.

9. ARMSPEAR BEST YET STEEL GUARD LANTERN.

Results.—This subject received consideration at the last meeting of the board. In view of the action to be taken by the Standing Committee on Lanterns with reference to the subject of patrol lanterns, the following recommendation is made.

Recommendation.—It is recommended that the Standing Committee on Lanterns be directed to include the Armspear Best Yet steel guard lantern in its investigation of patrol lanterns.

10. PATROL LANTERNS (STANDING COMMITTEE ON LANTERNS).

Results.—This subject has been considered with reference to the report of the Standing Committee on Lanterns, and recommendation is made as follows:

Recommendation.—It is recommended that the Captain Commandant of the Coast Guard request the Bureau of Standards, Department of Commerce, to cooperate with the Standing Committee on Lanterns in the preparation of specifications for and tests of patrol lanterns. A report of the results and conclusions of the standing committee in this connection will be made to the board through the captain commandant.

11. MILBURN CARBIDE PATROL LANTERN.

Results.—This lantern was carried on the docket from the last meeting of the board, and in view of the action to be taken by the Standing Committee on Lanterns with reference to the subject of patrol lanterns, the board makes the following recommendation:

Recommendation.—It is recommended that the Standing Committee on Lanterns be directed to include the Milburn carbide lantern and such other acetylene lanterns as may be presented, in their investigation of patrol lanterns to be made in cooperation with the Bureau of Standards.

12. DRAEGER PULMOTOR (DRAEGER OXYGEN APPARATUS CO.).—13. SALVATOR REVIVING APPARATUS, ETC. (H. N. ELMER).—14. FIRST-AID OXYGEN OUTFIT (H. N. ELMER).—15. PORTABLE OXYGEN OUTFIT (H. N. ELMER).—16. LUNG MOTOR (LIFE SAVING DEVICES CO.).

Results.—These subjects were continued on the docket at the last meeting of the board and further consideration has been given them at this meeting.

In view of the fact that it has not been satisfactorily shown that resuscitating devices offer any advantages over the manual methods of resuscitation now employed in the service for the resuscitation of the apparently drowned, in which the members of the station crews are well trained and practiced, the board does not feel justified at this time in recommending any mechanical device for this purpose for use at the Coast Guard stations.

With respect to devices designed for the administration of oxygen to supplement manual and mechanical methods of resuscitation of the apparently drowned, the board is not prepared to state that oxygen, when applied in this connection, offers any decided benefits over ordinary air.

When testimony of the superiority of any device over the manual methods employed in the service for the resuscitation of the apparently drowned is received from authoritative sources, the subject will receive further consideration.

17. BOXING-IN WHEELS OF BOAT WAGONS AND BEACH APPARATUS CARTS.

Results.—This subject was presented to the board at its last meeting, to the report of which reference is made.

As no tests have been made, the subject is dropped from the docket.

18. WOOD-PRESERVING PROCESSES (AMERICAN WOOD ENCYSTING CO.).

Results.—The board does not possess sufficient evidence of the merits claimed for these processes to justify an expression of opinion concerning their efficacy. It is understood that the processes have been employed by another branch of the public service. Inquiries will be made by a committee of the board and when the results of its investigations are known the subject will receive further consideration.

VII.—UNFINISHED BUSINESS.

CLASS I.—*Wreck ordnance.*

1. McLellan's improvement in line-throwing gun.
2. Experiments to improve line-throwing gun (Standing Committee).

CLASS II.—*Boats and miscellaneous appliances.*

1. Adlake patrol lantern.
2. Armspear Best Yet steel guard lantern.
3. Patrol lanterns (Standing Committee).
4. Milburn carbide patrol lantern.
5. Wood-preserving processes.

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